MICHIGAN CITY, INDIANA

The Life of a Town

Gladys Bull Nicewarner

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When we build, let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for, and let us think as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them, "See! This our Fathers did for us."

John Ruskin

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TO OWEN

AND THE COUNTLESS OTHERS WHO CARED ENOUGH TO REMEMBER

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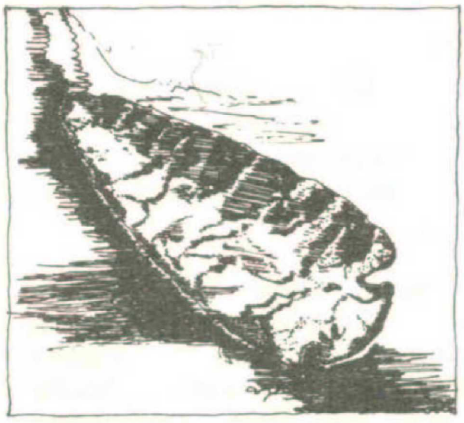


The Beginning

Chapter 1

The story of Michigan City begins long before the time of its founding. The Ojibwa words Mi-ci-sa-gi-a-gan, which mean Great Lake, lend a sense of romance and mystery to the area. Both the Lake and the City on its southern shore took their names from those words. That entire area south of the Great Lake was the setting for centuries of struggle by men who lived and traveled there before the white man came.

The first white man who settled in the area was the fur trader, Joseph Bailly. When he settled 10 miles west of Trail Creek on the banks of the Little Calumet in 1822, he was the only white settler known between Fort Dearborn and the mouth of the Saint Joseph River in Michigan. Four years later his daughters went by horseback to Detroit. Upon their return, they reported that they had seen only one other white settlement between Detroit and Dearborn - the settlement at White Pigeon. Joseph Bailly was born in Quebec in 1774, the son of Michael Bailly de Messin. His father moved with his family to Mackinac where they engaged in trade in beaver, silver and red fox, mink, otter, lynx, black bear, and wolf. As the demand for furs increased, a post was established on the Grand River in Michigan where Joseph was issued a license to trade with the Ottawa nation.[1] Account books in his handwriting show that the years following 1802 were prosperous for him there. In addition to the post on the Grand River, there were others on the Saint Joseph River, at Parc aux Vaches, and on the Calumet. Probably he was associated with Astor's Company during the period of the War of 1812. After his marriage he lived east of Ionia, Michigan, for a time before moving to the Little Calumet. It was then that he became a citizen of

the United States.[2] The accounts of their lives on the Little Calumet indicate that Bailly was financially successful in his business of trading and shipping furs. His interests took him to Quebec, New Orleans, Montreal, and Mackinac.

Evenings at the Bailly home were spent in study, needlework, and story-telling. The servants and Indian neighbors were included in those pleasant times. Father Badin was the first priest to say Mass in the house. Bailly and his wife were devout Catholics and dedicated themselves to educating the Indians in their religion. Bailly's written translation of the New Testament in the Potawatomi language was in the possession of Mrs. J. C. Bowers of Gary in 1932.* Bailly's little settlement in the wilderness was mentioned by many travelers in the 1830's. All of the visitors spoke of the hospitality offered them by Mrs. Bailly and her charming daughters. The girls had been sent to the Carey Mission near Niles, Michigan, to complete their educations.

The Baillys' granddaughter, Mrs. Howe,[3] has left this description of an incident at the homestead:

> There ... was the Indian Trail, a deep wide rut, made by centuries of passing feet, which the traveling Indians never forsook for the white men's roads, but always used in all their comings and goings. The warriors of a tribe in full force, in a stately single file procession, always made a showy pageant, but the most brilliant array of savage glory ever witnessed here, or perhaps anywhere, was on an occasion when all the Wisconsin and Minnesota Indians passed by, arrayed as if for battle, on their way to some general meeting near Detroit and, I believe, across the line in Canada.

*Michigan City News September 8, 1932

Courtesy - Owen Nicewarner

RECONSTRUCTION LOG BUILDING - BAILLY HOMESTEAD

First came the Menominee, then the Winnebagoes, then the Foxes, divided into bands according to their totems, and attired in all their bravery. The single file passed on in perfect silence, and unbroken order, not one looking either to the right nor to the left, one uniform, steady stride, not varying one inch one from another. This part of the procession the family viewed from the veranda without the slightest fear, but when the servants whispered to Grandfather, 'these are the last band of the Foxes, the Dakotahs are next', the ladies stepped quietly into the house, where the heavy shutters in the lower story were already closed and bolted, the window shades of threaded rushes in the second story lowered, and the muslin curtains drawn, for the Dakotahs, as the Sioux and Sauks were called by other Indians, were tribes not respecting women; in this they differed from eastern Indians, who might murder women, but who never wronged them.

The Dakotahs, however, formed the grandest part of the pageant, their paint more brilliant, the war bonnets more expansive, and the display of arms unique. Feminine curiosity peered through crevices in the window shades, at the fine stalwart figures of tall, lithe, athletic warriors of most commanding appearances. Each warrior's elegant blanket passing under one arm and over the shoulder of the other arm was fastened together by a shoulder piece of burnished silver, bows and arrows hung at their backs, one hand grasped a bunch of javelins and the other balanced a rifle slung over the shoulder. When the last Dakotah had crossed the river and disappeared in the oak woods, which received the trail into its glades, there was a sensation of profound relief felt by all who had seen the unbroken line of warriors of all these tribes, passing in a steady stream for two days and a half.

C. F. Hoffman, who stopped with the Bailly family in 1834, left the following description:[4]

> A trading establishment consisted of six or eight log cabins of a most primitive construction. All of them are gray with age and so grouped on the bank of the river as to present an appearance quite picturesque.

Several of the reconstructed log structures, the family cemetery, and the homestead, as it was occupied when the last member of the Bailly family lived there in 1917, are now part of the Indiana Dunes National Lakeshore.

In December, 1833, Bailly recorded a plat entitled the "Town of Bailly, Joseph Bailly, Proprietor." The streets were named for members of his family. He stated that the town was situated on the "Calumick." He had dreams of a great harbor to be located near his settlement. Following Bailly's death in 1835, the family attempted to further the harbor plans. A special appropriation was made by Congress for a committee to inspect the southern shore of the Lake for a proper Indiana harbor site. Mrs. Howe comments on the site under consideration on Trail Creek:[5]

> Nearly ten miles east of the mouth of the Old Calumet, a wildcat town, or rather a village was hastily constructed on a very disadvantageous site, a narrow strip of lake beach shut in by barren sand dunes of great height. There was a narrow gap in the range of sand hills, through which a rather wide but shallow brook wound around onto the beach, filtering its meager supply of water through a large sand bar into the lake. Transient inhabitants for the transient village were easily found among eastern farmers, eager to emigrate west, and the town was ready for inspection of the committee ....

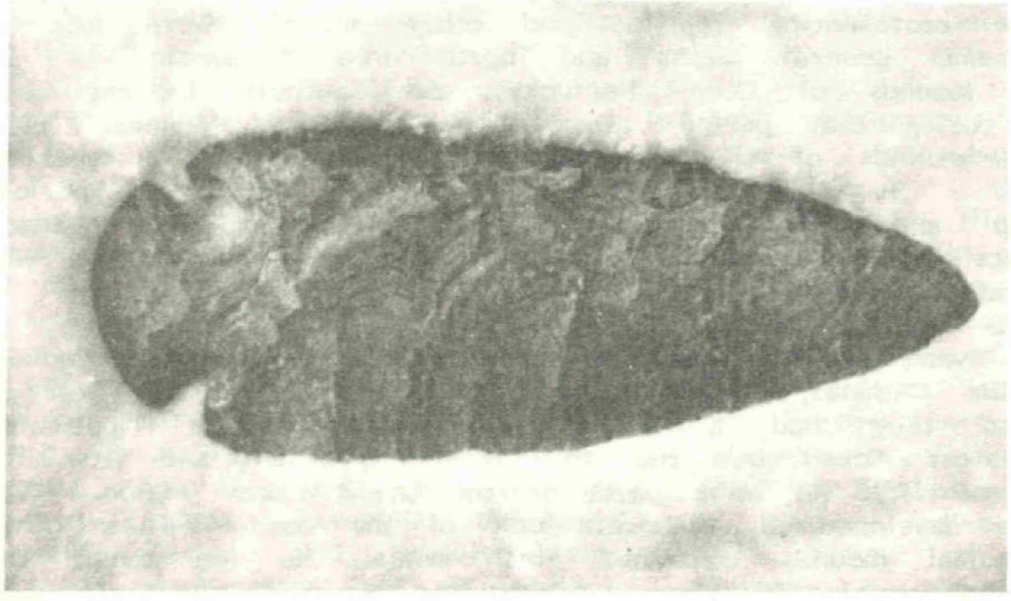
This was her description of Michigan City - seen through the eyes of a rival for a possible harbor on the southern shores of the Lake. Time has proved Bailly's choice for a harbor site west of Michigan City prophetic.

Before the White Man

The region south of great Lake Michigan, including its vast network of rivers, had been a center for man's travels long before the first white man came. It was not until quite recently, however, that scientific explorations of prehistoric sites were attempted in Indiana. One of the earliest known scientific excavations of such a site was in Posey County in 1898. That "mouth of the Wabash site" caught the interest of Eli Lilly and led to further, later digs. The Indiana Historical Society did not employ its first full-time archeologist until 1931. It was not until 1944 that Indiana University established a department of archeology. Ball State and Indiana State began archeology departments in 1964, and the University of Notre Dame, in 1970.[6]

Probably one of the four major prehistoric groups, the Archaic, lived in the area as long ago as 5000 B.C. Their civilization had its roots in the earlier age of the Big Game Hunters. They moved in roving bands hunting small game, fishing, and collecting wild plants. It is highly possible that those people moved in the area south of old Lake Chicagou. They must have lived in small villages where they left polished stone tools such as the ax, the adze, and the gouge. Bannerstones, weights, and pendants dating as early as 5000 to 4000 B.C. have been found near the Great Lakes and throughout the Mississippi River system. Although the Paleo-Indians were widely distributed throughout North America, there are no traces of them in the Great lakes region. It is interesting that a local account refers to a deposit of "reddish colored sand" found at the base of Hoosier Slide when that giant sand dune was finally hauled away.[7] Some human bones were found in the "reddish sand" there at the bend of the harbor. Men of the Glacial Kame culture (2500-500 B.C.) left grave sites in mounds of gravel which had been deposited by the glaciers. Red ochre was used to line the bottoms of their graves.

The Woodland people lived in many parts of the country and in different centuries. They lived around the Great Lakes and south into Illinois, Indiana, Ohio, and as far west as the Great Plains. They engaged in farming and had a complex social organization. They were advanced in the arts, had some knowledge of standards of measurement, and



Courtesy Owen Nicewarner

HOPEWELL PROJECTILE POINT IN OLD LIGHTHOUSE MUSEUM

probably had instruments of measurement. Most of their low land earth works were religious centers, although some seem to have been used as fortifications. They left hundreds of mounds. Their burial mounds were found south of the lakes in Illinois, Indiana, Kentucky, and Ohio. The mounds contained fire-hardened pottery marked with cords and fabric, disc-shaped shell beads, corner and side-notched projectile points, and bone awls and handles. There were also stone chisels, copper beads, earrings, and combs. Their effigy mounds representing reptiles and other animals were left in the same general areas and north into Wisconsin.[8] The Adena Mounds of Ohio, Kentucky, and Southern Indiana were built during that period, as were the Hopewell Mounds. The temple mounds of the Mississippian tradition were of a later period. It must be remembered that all these periods overlap and the cultures described often included characteristics of those people who had lived before and those who came after.

Even though there are no evidences in Northern Indiana of the Adenas, that unique civilization is of interest because they had a definite influence on the Hopewells. The latter moved into the area from the North and from the East and lived in some parts of the Great Lakes region. The Adenas developed an elaborate cult of the dead. Their conical burial mounds contained flesh burials in log tombs and cremated remains. They left objects buried with their dead and covered the tombs and remains with mounds. Among their artifacts were tubular effigy pipes of red and yellow clay, stone tablets carved with curved designs, objects of copper and mica, as well as stone axes, and flint points. They lived in circular houses supported by posts. The Adenas differed physically from the Hopewells. The round broad skulls and the features of the Adenas were of a Mexican cast. Their culture continued from about 800 B.C. until A.D. 900. The Hopewells flourished from about 600 B.C. until A.D.1500.[9]

The Hopewells are of particular interest in the Michigan City area. On August 9, 1978, a beautiful side-notched projectile point, identified as of Hopewell origin, was found on the grounds of the Old Lighthouse Museum. It is on display in the Museum. It is possible that other artifacts may be discovered in the area if a search is made. The Hopewells had an elaborate culture. They were possibly

the first empire builders in the United States. Their trade network extended over the mid-continent with axis routes between the Great Lakes and the Florida Gulf Coast. They traveled and traded across Southern Ohio, north into Indiana, Illinois, Michigan, and Wisconsin, and south along the Mississippi beyond Saint Louis. They had copper from the upper Great lakes, mica from the Appalachians, flints from many sources, obsidian from the Rockies and the Southwest, and conch shells and pearls from the Gulf Coast. They left thousands of burial mounds and geometric and effigy earthworks. Their elaborate funeral customs were described in detail by Silverberg.[10] They seem to have built their villages away from their burial mounds in the rich bottom lands where they lived and farmed. Their fine figurine pottery shows both males and females performing various domestic tasks. In contrast to the Adenas, they had long, narrow skulls more like our native "Indians." Hopewell flint and obsidian work was of high quality. The flint work included broad-bladed corner-notched and side-notched points, birdstones used as weights, knives, and finely chipped blades. They had both cold and hot hammering techniques for working their copper and other metal pieces. The Chicago Field Museum has displays of their fabrics woven of plant fibers. Their pottery was often marked with cords and decorated with curved designs. They, too, left effigy pipes, figurines, and ear ornaments. The Seip Mound in Ross County, Ohio, revealed thousands of pearls, cut-outs of copper, mica, and tortoise shell, and objects of silver. Copper breastplates and a copper ax weighing 28 pounds were found there. Beads; six hundred flint discs; effigies of fish, birds, and serpents; swastikas; stone tablets; a deer antler headdress covered with copper; ornaments made from shells of ocean turtles; necklaces of grizzly bear teeth; thousands of pearls; and even small sheets of hammered gold were found.[11]

Mounds in Central Sullivan County, Indiana (Merom), were examined and reported in 1871, as were mounds in Jefferson County in 1874, and others in Dearborn, Wayne, and Franklin counties a few years later. Northwestern Indiana reported mounds in Lake, Porter, and LaPorte counties. Those dome-shaped mounds were probably built by Hopewells. They resembled those in Wisconsin more than those which were found in Southern Indiana and in Ohio. A Porter county survey of 1932 reported some mounds which had been seen by Dr. Blatchley in 1897. They were north of Boone Grove near Wolf

Creek. Those eight mounds covered an area of approximately 30 acres; one was about 70 feet across and 10 feet high. They yielded pipes, projectile points, barbed harpoons, slate pendants, chisels, and picks. Another group was reported 7 miles south of Valparaiso. Robertson, in the Smithsonian Annual Report for 1874, reported a group of ten mounds in LaPorte County near Mill Creek. Artifacts from mounds in Union Township included copper ear spools, celts*, shards imprinted with textiles, copper awls, and pipes of mica and galena. Artifacts from those digs are in the possession of the Field Museum in Chicago. Mounds were also found near Walkerton on an island in the Kankakee Marsh. Their human remains were buried in the flexed burial position. The bones of timber wolves were found nearby. The word Kankakee is the English version of the Indian words Tee-ka-kee-kee meaning "place of the wolves."[12]

A sizeable group of mounds was found close to the South Shore Station at Tremont in Porter County. M. T. Green, who played there in "mound village" in the 1880's, said that there were nearly one hundred mounds ranging in size from 20 to 50 feet across and from 6 to 10 feet high. Most of them were round, but some were elliptical in shape and were from 10 to 40 feet long. In one of the mounds Green found a skeleton, a number of points, knives, hammers, and pieces of pottery. The soil around the mounds, he said, was reddish in color.[13] There is a group of mounds north of Kouts, at the site of Tassinong on the Anderson farm, that has been examined by archeologists from Northwestern University.

The last known period in the Woodland tradition was the Mississippian culture dating from A.D. 1000 to 1400. Those people had permanent villages and towns and were cultivating maize, beans, squash, and tobacco. Their mounds were platforms used as bases for palaces or temples. The largest site of that kind is at Cahokia, Illinois. Monks Mound there, which is the largest of the group, measures 100 feet high at the top of the fourth terrace and covers 14 acres. Mound number seventy-eight there is a burial mound. It is believed that several thousand people may have lived in Cahokia at one time. Their civilization grew and flourished from about A.D. 700, reached its zenith in the twelfth century, and disappeared by A.D. 1500. The northernmost mounds in the area are located at Aztalan near

*A celt is a prehistoric artifact resembling a chisel or small ax. There were no perforations or grooves for a haft or handle.

Lake Mills in Wisconsin. Their builders are believed to have migrated from the Cahokia area in Illinois. There is a fine collection of artifacts from those excavations in the local museum at Aztalan.

The outstanding "classic" Mississippian site in Indiana is Angel Mounds a few miles east of Evansville near the Ohio River. It extends over 100 acres and was shielded from the Ohio by an island. There was a high stockade made of logs and covered with clay similar to the stockade at Aztalan. There were a number of pyramid-type mounds, as well as a three-terraced flat-topped mound. A village was established around a plaza where, it is believed, there could have been a population of a thousand. Those Mound Builders cultivated farm crops and supplemented their crops with game, fish, and mussels. They were skilled craftsmen who left pottery, tools of stone and bone, and shell articles for personal adornment.[14]

Those prehistoric people were obviously attracted to the area around the Great Lakes and to the south for the same reasons that later historic Indians and white men were - ease of travel on the natural transportation routes, abundance of game and fish, and good land suitable for agriculture.

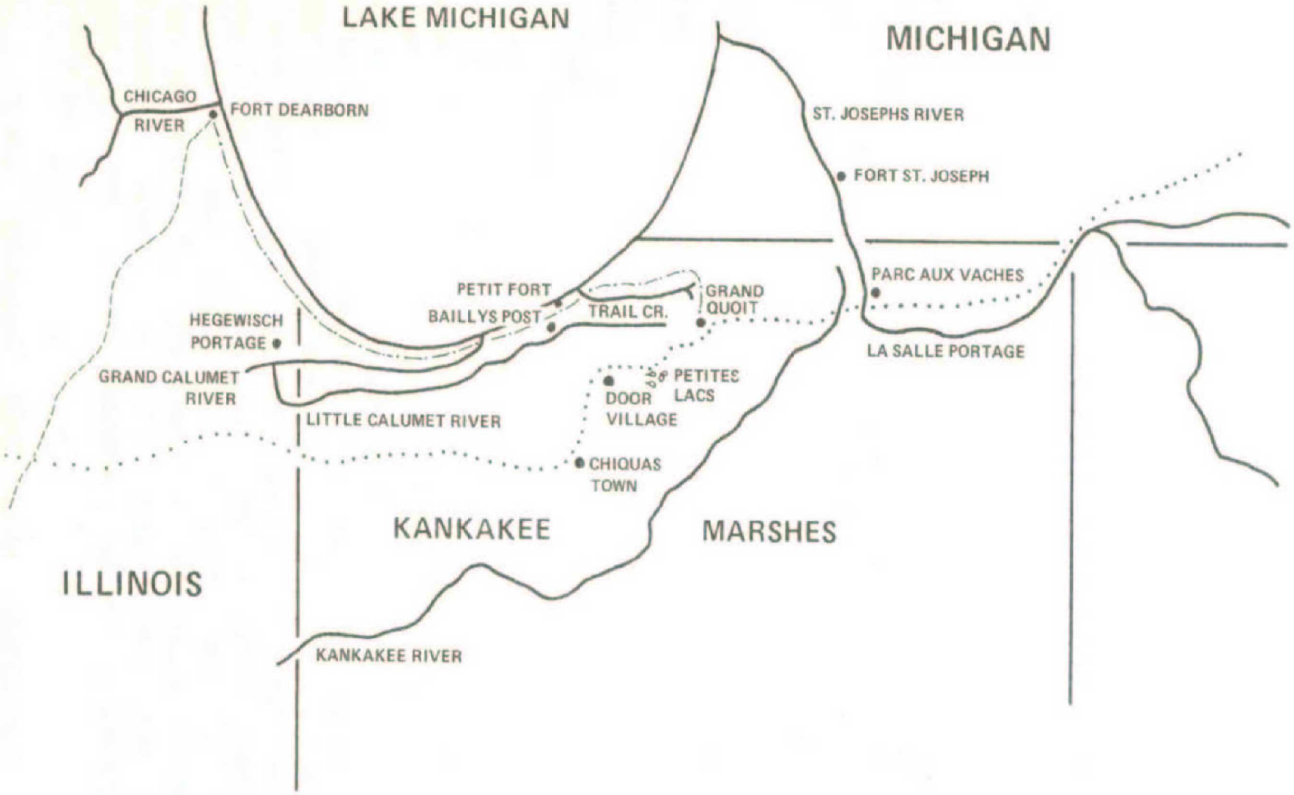
Historic Indians

During the period of the historic Indians, the region south of Lake Michigan became the scene of a vast panorama of shifting and moving tribes. They moved in and out when rival tribes displaced them, or when game and other necessities were plentiful or scarce. They, too, were attracted here, as earlier men had been, by the network of natural transportation routes connecting the Great Lakes with the Mississippi by means of rivers and portages. There were the Saint Joseph and Galien rivers along the southeastern shores of Lake Michigan. On around the southern shores and to the west were the Riviere du Chemin (or Dysman), Fort Creek (also known as Riviere de Bois or the Styx), the Calamick, the Grand Calamick, and the Chicagou. The abundance of fish and game, the availability of copper and other metals from the North and West, the vast wooded areas - all of these attracted them to this part of Indiana. Except for the tracts of prairie lands in Northwestern, Central, and Southern Indiana, seven-eighths of the state was originally

wooded. Some of the finest hardwood forests in the world grew in Indiana. According to accounts of state statisticians, oaks (black, white, and burr), were between 6 and 7 feet in diameter and 150 to 190 feet in height. Some tulips and elms were 8 to 10 feet in diameter. A few sycamores in the southern part of the state, near Worthington in Greene County, were as great as 43 feet in circumference at a height of 5 feet above the ground. By 1925 only about one-eighth of the state remained wooded.*

The earliest Indians known in the Lake region in historic times were the Illini. The Algonquin family which included the Chippewa, the Sauk (Sac), the Fox, the Forest Potawatomi, the Miami (Wea), and the Piankeshaw was there. Also, there were the Hurons, the only tribe in the area belonging to the League of the Iroquois. The Woodland Indians, both the Algonquin and the Iroquois, built long-houses. Their weapons were bows and arrows. They made their bows of hickory, ash, and oak; and the shafts of their arrows were made of native reeds, cane, and light wood. Their points were of flint. Flints from many areas have been found back from the shores of the Lake. The grey flint came from Northern Illinois; the white, from the Chicago area; light tan, from Southern Indiana and Illinois; pink, red, and blue, from Ohio.[15] Examples of all of these have been found in the Michigan City area and indicate that those tribes moved from area to area and probably traded with tribes from other places. Pottery of the Woodland Indians was decorated sculpturally or was etched, stamped, and impressed with basketry, strings, seeds, and even corn cobs. Fine examples of points, scrapers, stone axes, tomahawk heads, paint pots, and even what is believed to be a stone plow have been uncovered on farms south of the dunes. The finds have extended from Porter County east along the Lake beyond the Michigan state line. Some of those are on exhibit in the Old Lighthouse Museum in Michigan City. Others are in the possession of private collectors in the community. Local collections also include fish hooks, flat weights for fish nets - some shaped like turtles - and flints shaped into hand drills. There are also mortar and pestles and several hand scrapers. A number of artifacts were found on the hill at the southwest corner of Eighth and Walker

*Further material is available at the Old Lighthouse Museum in the personal notes of Helen Southgate, former teacher and a member of the state committee collecting data on the geology and geography of the area.



NORTHERN INDIANA

The French

Indian guides for the French showed them the best ways to travel through the wilderness. One route took them across Lake Michigan from its eastern shore to Green Bay. From there they followed the Fox River to a portage in Wisconsin and a river of that name. They followed the Wisconsin River to the Mississippi. Several trails skirted the shores of the Lake. One followed the eastern shore of the Lake to the Saint Joseph River, up that river, and then south by the LaSalle portage to the Kankakee. The trail proceeded to the Eel River villages on the Wabash, to the Ohio, and eventually down the Mississippi. Another trail led west around the Lake to Chicago. Part of that Potawatomi Trail passed by the Marquette Spring near Trail Creek, continued west down what is now East Eighth Street, and then west along the shore of the Lake. Travel was quick and easy along the shore when the sand was packed hard. That trail southwest through the woods of the Calumet Ridge could be difficult when the sand was soft. At those times travel by canoe close to the shore of the Lake was quicker. There was a portage from the Little Calumet to the Grand Calumet at Hegewisch which was shown on early maps: Hutchin, 1778; Andres, 1782; and Hull, 1812.[21] Another portage between Lake Michigan and the Calumet was located in the present Dunes Park. The Illini Trail followed the west shore of Lake Michigan on what is now Michigan Avenue as far as 111th Street in Chicago. It then continued into the main Sauk Trail. The latter was the important east-west route from Detroit through Niles, LaPorte, Westville, and Valparaiso to the mouth of the Rock River and on to the Mississippi. A branch of the Sauk Trail forked west into the Trail of the River, or Riviere du Chemin. That fork at Grand Quoit was at the junction of present highways Ind. 2 and U.S. 20. It was later called Bootjack because the angles of the trail were shaped like the bootjacks used by the pioneers for the removal of their boots. The Dakota-Wisconsin branch of the Sauk Trail ran close to Bailly's post on the Little Calumet before rejoining the Main Sauk Trail.[22]

Lake Michigan had been discovered by Jean Nicolet while he was in the service of the Champlain Fur Company in 1634. The French were still searching for an all-water route to the Far East at the time. Other motivations kept

them moving on through the wilderness. The priests, who accompanied the explorers, were eager to convert the Indians to Christianity. Other men became interested in the rich furs available in this woodland wilderness. Only a few records have been left by the "courier du bois." Those colorful French Canadians lived on a daily ration of a pint of "lyed corn" (hominy) and four ounces of tallow with flour for pancakes on Sunday. They carried 20 pounds in a bag, traveling light so that they could get through the forests and down the wilderness rivers with ease as they trapped their furs and took them back to the fur trading centers. Luckily the Jesuits kept written records. They have been gathered into the Jesuit Relations and Allied Documents.* Several accounts by the priests describe the journey of Father Marquette and his party. During his first trip down to the Mississippi with Joliet in 1673, Marquette became interested in the Illini Indians and determined to work among them at some future time. During his return journey with Joliet, he became ill and spent part of the winter on the Grand Calumet near Blue Island, Illinois. According to his diary,** he and his party camped near Miller from March 31 until April 6, 1675. They continued their journey eastward around the shore of the Lake. Years later Daniel Kelly found the silver lid of a small lavorium or baptismal font in the dry bed at the mouth of the Grand Calumet at Miller. That French lavorium[23] had probably been made in the sixteenth century. It is believed that Marquette and his companions camped at Trail Creek near a spring in Memorial Park. The Potawatomi Trail was the most direct route into Michigan from Illinois. The journals of the trip record a stop near the mouth of a river en route; that river might well have been Trail Creek. Coughlan, a trader, who later lived in Memorial Park, was told by the Indians about Marquette's visit. Coughlan told Martin T. Krueger that the Indians had invited Marquette to preach to them on that occasion when he stopped at Trail Creek. Although the story of that visit to Trail Creek could not be verified, it was accepted locally. At one time there was a marker at the spring in Memorial Park to commemorate the supposed visit. We know that Marquette was near death at the time of the trip and that he died on the eastern shore of the Lake when he reached a place near Ludington,

*Those edited by Edna Kenton are available in the library at Valparaiso University.

**Available in the Chicago Historical Society Museum.

Michigan. Father Allouez, who worked among the Indians of Southern Michigan and west into Northern Illinois after 1675, wrote[24] in his journals of visiting the Indians "at the sand hills."

Shortly after Father Marquette's death, LaSalle began activities in the region. He had obtained permission from France to erect a series of trading posts and forts around the Great Lakes and along the Mississippi and its tributaries. The Porter County and Duneland Historical Societies have placed an historical marker at the site believed to have been one such post. Tassinong, north of Kouts on the Anderson farm, had other names: early maps called it Haute Tierre; Spanish maps named it Sequadada - tierra ; the British called it Bengal. There are two explanations for the name Tassinong. One suggests that it was named for the thickets of wild plums that were growing there - the words Min (Indian for berry) and tasse, a descriptive term. Hubert Skinner believes that Tassinong derives from the French word tassements in use since the thirteenth century to indicate a palisade[25] or a place where a trader's establishment was located. The discovery of a button from a French uniform[26] verifies the fact that the French had been at the site. Priests who visited that area were Father Menard, Father Allouez, Father Chardon, and Father Dablon.

In 1679 LaSalle crossed Lake Michigan to Green Bay and returned by way of the southern shore of the Lake as far as the mouth of the Saint Joseph River. He was accompanied on his journey by Father Hennepin, who kept a complete[27] account of the trip. He wrote in his diary for October 16, 1679:

> . . . directly to the southern parts of the lake, finding every day the country finer, the weather more temperate . . . On the 18th we came to the farther end of the lake, where we landed: Our men were immediately sent to view the Country round about that Place, found a great quantity of ripe Grapes, each Grain of which was as big as a Damascen . . . and made pretty good Wine, which we kept in Gourds, and bury'd in Sand to prevent its growing sour.

His records refer to a river which he passed on December 29, or 30, 1681. This could have been the Riviere du Chemin which appears on the Franqueline map of the region dated 1684.

As interest in fur trading grew, the French began building a chain of forts from Quebec around the Great Lakes and along the rivers of the Mississippi system. A map which was prepared for Governor Hull prior to 1812 shows "Petite Fort" (Tremont). It is believed that a shed for the storage of furs might have been located there as early as 1796. Several years later Alexander Robinson used that same shed. Those early Frenchmen, who crossed and recrossed the region, left French names: Riviere du Chemin, Lac du Chemin, Les Petites Lacs, LaPorte, and Terre Coupee. Except for the accounts left by the missionaries, not too much information about the area is available during the French Period.

By the year 1700 the English were beginning to trade for furs in the upper Great Lakes and along the Wabash and Ohio rivers. England began a movement to gain control of the rich region. Although there are no accounts of battles of white men in the Trail Creek area during this time, there were many struggles among the Indians. By the Treaty of Utrecht (1713), France acknowledged the power of England over the Iroquois nation. In a great council in 1744, the British were granted complete control over the Indians north of the River in the Ohio Valley. In 1748 the Ohio Company was formed to develop British fur trade and to promote colonization.[28]

The British and the Spanish

Both the French and the British were struggling for control of the area. As the long and involved struggle continued, the southern Lake region was the subject of many disputes and frequent changes in government control. The Indians of the dunes were traditionally friendly to the French; but the Ottawa chief, Pontiac, united many of the Indians between Lake Michigan and the Kankakee River to join his plot against the whites. The alliance he formed among nine Indian tribes launched bloody attacks on forts and settlements during May and June of 1763. Every fort in the West was taken except Detroit. The Potawatomi of the Trail Creek region took part in fighting at Detroit, Fort Saint Joseph, Fort Miami, and Ouiatenon. Lieutenant Schlosser and eleven of his men were massacred at Fort Saint Joseph by the Potawatomi. The fort was later retaken because of its key position on the important Sauk Trail with its fork to the Riviere du Chemin. Later the Indian agent, George Crogan,

met Pontiac at Ouiatenon where it was agreed to let the Indians live in the region and to continue to collect furs there.

There was little known military activity around Lake Michigan during the Revolution. George Rogers Clark was receiving important assistance from the French along the Wabash and at Vincennes. Father Pierre Gibault; the fur trader, Colonel Francis Vigo; and the Indian Commissioner, de Linctot - all gave him aid and advice. Clark sent de Linctot to persuade the Indians of the Lake region to become allies of the Americans. He visited Chicago and Petite Fort. He knew the dunes well and spoke many of the Indian languages. One of de Linctot's spies was said to be the French mulatto, San-Domingan, otherwise known as Jean Baptiste Point du Sable. Du Sable is credited with being Chicago's first settler. The British commander, Captain Langlade, drove du Sable out of that settlement when he suspected him of being in league with the Americans. Du Sable then went to Trail Creek where he lived in a cabin on a rise above the Marquette Spring referred to earlier. Later Coughlan claimed that his cabin in Memorial Park was on the site of that earlier one.

The British commander, Major de Peyster, called upon the Potawatomi of the dunes to defeat the Americans and to capture de Linctot. The British agent, De Quindre, was guarding the fur stores at Detroit at the same time that he was held responsible for the remainder of the entire district. Lieutenant Tom Brady, superintendent for Indian affairs at Cahokia, and Captain Hamelin planned to attack the British at Fort Saint Joseph. Hamelin took a group of about sixteen French and Americans along the Sauk Trail to that fort in December of 1789. They easily captured Fort Saint Joseph, left their captives there, and loaded their pack animals with twenty-four bales of furs. Instead of returning to Cahokia by the main Sauk Trail, they took the branch of the trail at Grand Quoit leading to Petite Fort at Tremont, which they knew to be in friendly hands. They hoped to reach safety there before they could be overtaken by their pursuers. Etienne Champion, head fur trader of the region, raised a group of friendly Potawatomi and a few soldiers to catch the American raiding party. He attacked the fleeing Americans at Trail Creek on December 5, 1780, and defeated them in a running battle along the ridge in

Memorial Park. Captain Hamelin and several others were killed; others escaped into the forest. Lieutenant Brady was captured but managed to escape later. Lieutenant De Quindre claimed the honor of that American defeat. He said that it took place at Petite Fort and reported that news to Major de Peyster at Detroit. This fact was denied by Lieutenant Governor Sinclair of Mackinac, in a letter he sent to Secretary Matthews dated January 1, 1781. He stated that Champion had defeated the Americans at Trail Creek.* That skirmish has been commemorated by an historic marker placed in Memorial Park December 5, 1976. This story has been verified and the marker established through the efforts of Mrs. Robert Munger of Michigan City. The marker reads:

> "Battle of Trail Creek, December 5, 1780. In the aftermath of George Rogers Clark's conquest, a party of Americans and French from Cahokia, led by Captain Baptiste Hamelin and Tom Brady, after raiding Ft. St. Joseph, were defeated and captured in this area by fur trader Etienne Champion, and Potawatomi allies of the British."

This appears to be the only battle fought in the Trail Creek region during the Revolutionary Period.

Spain took advantage of England's preoccupation at this time and claimed the region on the basis of DeSoto's explorations in the Mississippi River Valley. The Spanish governor, M. Cruzat, raised a company of Cahokians, about thirty Spanish, twenty Americans and French, and two hundred Indians and sent Don Eugenio Pierrot (sometimes written Pouree) from Cahokia to Fort Saint Joseph. The party easily surprised and captured the fort in February of 1781 and claimed the entire territory for Spain. At that time the Spanish flag was flown over Fort Saint Joseph and Petite Fort at Tremont.[29] After the Treaty of Paris in 1783, the region became American; but the Spanish claims were not completely settled until the Pinckney Treaty of October 27, 1795.

*Correspondence reported in full: Jr. Ill. Hist. Soc. 1917 in article by Brennan: "DeLinctot, Guardian of the Frontier" based on documents in Michigan State Pioneer collections.

The Americans

Once the battles of the Revolution had ended, the new states on the Seaboard looked to the West for land to develop for expansion. About half of the eastern colonies claimed that their boundaries extended as far west as the Pacific Ocean. The land around the Great Lakes was claimed in turn by New York, Connecticut, Massachusetts, and Virginia. Virginia felt that she had a right to the territory in Illinois and Indiana because of the exploits of the Virginian, George Rogers Clark. Those disputes were not settled until the Ordinance of 1787. At that time the Northwest Territory was organized with the seat of government at Marietta, Ohio. What is now Indiana became a part of that new Northwest Territory.

The British were in no great hurry to give up their forts in the West and continued to encourage the Indians to harass the American settlers there. The Miami chief, Little Turtle, organized the Potawatomi, the Miami, and other tribes who continually made surprise attacks on frontier settlements. Both General St. Clair and General Harmar were defeated by Little Turtle's men. Finally General Anthony (Mad Anthony) Wayne defeated the Indians at the Battle of Fallen Timbers, Ohio, in 1794. He built a fort at the present site of Fort Wayne and called a great powwow in Greenville, Ohio, in 1795. Chiefs were there from ten tribes, including the Potawatomi from the Trail Creek region. The minutes of the meeting show that forty Potawatomi arrived from Lake Michigan. Among them were Thurpenibu (Topenebee), Saugumunk (Sogganee from near Trail Creek), and New Corn. The latter told General Wayne that his warriors at Lake Michigan were ready to give up the medals of the British for those of General Washington. He said:[30]

> "I come from Lake Michigan . . . My young men will no longer adhere to the old ones - they wish for new. They have thrown off the British and, henceforth, will view the Americans as their only true friends."

Other familiar chiefs' names were Winamac, Pokagon, Sauwause, Shipshewana, and Sauganash. The latter was also

called Billy Caldwell. His mother was a Potawatomi and his father a British officer. Another was Alexander Robinson, whose mother was an Ottawa. He had taken the name Che-che-pin-qua (Blinking Eyes). Jean Baptiste Chandonnais was there in the role of mediator and interpreter. He was of Ottawa blood and had married the daughter of a Potawatomi chief.*

There were several trading posts in the area at the time. The Burnett Post was on the Saint Joseph near the eastern Lake shore. Burnett had married Chief Topenebee's sister. The Bertrand Post was at Parc aux Vaches near the Indiana-Michigan line. Others were located at Lac du Chemin (Hudson Lake), Grand Quoit, and Petite Fort. The exact location of Petite Fort is uncertain, but it was probably located on the west bank of Fort or Silver Creek between the present highway Indiana 49 and the Tremont entrance to Dunes State Park. Another trading post was close to the Yellow River Trail near the present community of Springville. There was also one near Westville along the Sauk Trail. Oglesbee believes that A-ber-cronk, which name appears at the mouth of Trail Creek on an early geologist's report, may have been an early trading post.[31]

Under the Land Act of 1800, the sale of lands in the Northwest Territory was regulated by the government and land offices were established throughout the area. A later act divided the territory so that Trail Creek became a part of the Indiana Territory governed by William Henry Harrison at Vincennes.

The northern boundary of what is now Indiana was the subject for dispute for many years. The first northern boundary was fixed at the so-called "ordinance line" as described in Article Five of the Ordinance of 1787" . . . if Congress shall hereafter find it expedient, they shall have authority to form one or two states in that part of said territory which lies North of an east and west line drawn through the southerly bend or extreme of Lake Michigan." The mouth of Trail Creek was within the boundaries of the Michigan Territory when that territory was created in 1805.

*Both Bjorklund and Winger have interesting information on Indian chiefs.

It was not until after Indiana became a state, in 1816, that the line was moved 10 miles north of the southern extreme of the Lake. The Enabling Act stated that the north line of Indiana should be "an east and west line drawn through a point ten miles north of the southern extreme of Lake Michigan."[32] By an act of Cougress, March 2, 1827, the President was authorized to cause a survey to be made "to ascertain and designate the northern boundary of the State of Indiana." A copy of the survey appears in a report by John Quincy Adams to Congress, dated December 12, 1827. "The survey of this boundary line was commenced at a point on the S.E. coast of Lake Michigan, which accurate traverse of the said coast was found to be ten miles north . . . of the most southerly extremity of the lake." For several years this "ten-mile strip" figured frequently in Indian treaties and matters of land settlement. Pence and Armstrong, who made a careful study of Indiana boundaries, state that one of the difficulties in settling the line was the inaccuracy of the maps of the day. On some maps the southern extremity of Lake Michigan was located somewhat farther north than it was actually.[33] As Hendricks stated:

> Indiana will be satisfied with her present boundary and with her single harbor at the mouth of Trail Creek; but this harbor she will expect Congress to improve . . . the northern boundary of the state of Indiana . . . shall be deemed and taken as the east and west line mentioned in the Constitution of the State of Indiana, drawn through a point ten miles north of the southern extreme of Lake Michigan and shall be and forever remain the northern boundary of the said state.

More than anything else at the time, Indiana wished frontage on Lake Michigan and finally accomplished that goal in the last survey in 1838.[34] The Grand Council Fire of American Indians, on May 20, 1928, placed a marker at the "Signal Tree" in Michiana Shores to commemorate that survey.

The United States government was concerned not only with land rights' being obtained by the Eastern states, but there were problems also in obtaining land from the Indians living in the area. The treaty made at the Council of

Greenville in 1795 left much of the land to the Indians. Tracts were ceded to the United States government for settlement; other tracts were designated to be used for fortifications. White settlers were promised safe passage through the Indian country and opportunities for increased trade. One of the garrisons was located on the Chicago River. In 1803 Secretary of War, General Dearborn, sent Captain Whistler from Detroit to the Saint Joseph River. Lieutenant James S. Swearingin and sixty men, who had marched across country to Fort Saint Joseph, met the schooner "Tracy" with Captain Whistler aboard. Whistler sent the schooner on across the Lake with the supplies and men. He and his family continued by canoe along the shore of the Lake. It is believed that Captain Whistler and his wife and two sons and a daughter-in-law joined the soldiers when they camped at Trail Creek. These, then, would have been the first white women to have stopped there.[35]

The Indians continued to resent the encroachment of the white men into this region. The Shawnee chief, Tecumseh, and the Prophet organized Indians throughout the area with the idea of driving the white men out forever. During the War of 1812, while the British were struggling for control in the vicinity of the Great Lakes, new troubles arose with the Indians. The Sauk had never been friendly to the Americans. The battles between the British and the Americans provided new opportunities for the Indians to organize raids on the whites. Americans had been in command of the forts at Mackinac, Detroit, Fort Wayne, Fort Dearborn, and Vincennes. As soon as the British captured Detroit, the American Commander Hull surrendered the Michigan Territory and sent word by Winamac, a friendly Potawatomi, that the Americans should evacuate Fort Dearborn and join forces with main army at Fort Wayne. Captain Heald, who held Dearborn, did not leave the fort at Chicago immediately. When the party finally left with an escort of friendly Indians, they were attacked in the sand hills near Dearborn. Among those who escaped was John Kinzie, called Shaw-ne-aw-kee (Silversmith) by the Indians because of his skill as a silversmith. Fort Dearborn was destroyed. Shortly after the end of the war, the Potawatomi formally transferred their allegiance from the British to the Americans. Billy Caldwell, who was Tecumseh's secretary,[36] wrote twenty years after the Treaty of Ghent: "The British officers promised to stand by the Indians until we

gained our object; they basely deserted us and got defeated, and after putting in our claims in the negotiations at Ghent, . . . the Americans fairly whipped us, and then treated us honorably." The Treaty of Ghent, ending the war with Britain, restored the Michigan Territory to the Americans.

The Indians of Indiana were being granted annuities by the government. The Weas received annuities valued at $3,000. The Potawatomi received $2,500; the Delaware, $4,000; the Miami, $1,500 besides numerous small gifts. The Wabash country had been opened to the whites as far north as Lafayette. In a treaty at Chicago in 1821, the eastern part of the ten-mile strip was obtained from the Potawatomi. It was not until the Treaty of Mississinewa on October 16, 1826, that they were granted the western part of the ten-mile strip which included the mouth of Trail Creek. John Tipton, agent to the Miami and the Potawatomi, bought cattle, hogs, and horses for the destitute Indians. The Potawatomi were gradually being pushed westward. In 1838 nearly one thousand of the unfortunate tribe were ordered to move from Northern Indiana. The caravan started at Logansport on September 4 of that year. The accounts of that day told stories of illness, suffering, and death among the tribesmen as they made their way to their new home across the Mississippi.[37]

End of the Fur Trade

John Jacob Astor's American Fur Company began absorbing many of the independent companies around the Great Lakes. By 1817 he had a virtual monopoly. He controlled about seven-eighths of the trade in the upper Mississippi and Great Lakes regions. He kept an eye on all fur trading activities by locating agencies near almost every independent trader in the area - near Burnett at Fort Saint Joseph and near Kinzie at Fort Dearborn. Before John Kinzie settled in Dearborn in 1804, he had maintained a post at Parc aux Vaches at the junction of the Saint Joseph River and the Sauk Trail. Jean Baptiste Chandonnais, whose father was French-Canadian and whose mother was Potawatomi was a clerk for John Kinzie. Chandonnais traveled from Dearborn through the whole area as far east as the Saint Joseph. He was influential among the Indians and was able to perform many important diplomatic services for the Americans. He helped persuade the Potawatomi to sign the Treaty of

Greenville which made them allies of the Americans. His name appears in many different spellings on documents he signed: Chandonnai, Shanda, Chaudonia and Shandey. In 1832 he received section twenty-eight, Scipio Township, in LaPorte County at Door Prairie in appreciation of his services to the government. His name is signed in a beautiful copper plate script on the first petition for a road from the mouth of Trail Creek to his land at Door Prairie.[38]

Alexander Robinson, whose father was a Scotch trader and whose mother was an Ottawa, worked for the American Fur Company as early as 1809. He, like Chandonnais, worked between Dearborn and the Saint Joseph. He gathered corn grown by the Potawatomi and maple sugar which they had collected. He carried his goods in bark-woven sacks on pony back. Often he used the portages between Trail Creek and the Little Calumet as he carried furs by canoe along the shore of the Lake. He was among those who had helped Kinzie and his family escape from Dearborn. His second wife was the daughter of the Potawatomi chief, Francois Chevalier, whose village was located on the Calumet. When his father-in-law died, Robinson became chief of the tribe.[39]

After Bailly settled on the Little Calumet, few other traders were active in the area, and his was the nearest post west of Trail Creek. Bailly and his family got their mail from Fort Dearborn in the early years before there was a regular mail route. After Jesse Morgan and his family settled about 5 miles west and south of Bailly's, a regular mail route was established. Morgan was one of the founders of what is now Chesterton. As an increasing number of white settlers moved into the area south of Lake Michigan, fur trade decreased. Gurdon S. Hubbard of Illinois bought out the American Fur Company's interests in Illinois and began collecting furs in Northern Indiana as well as in Central and Southern Illinois. Other interests were beginning to occupy the minds of the newcomers to the area. One uppermost in their minds was the plan for the development of a harbor at the mouth of Trail Creek, where the Michigan Road would connect the Lake with the Ohio River. That was the reason for the founding of Michigan City. Had there not been a plan for a harbor, the story of Michigan City could have been quite different.

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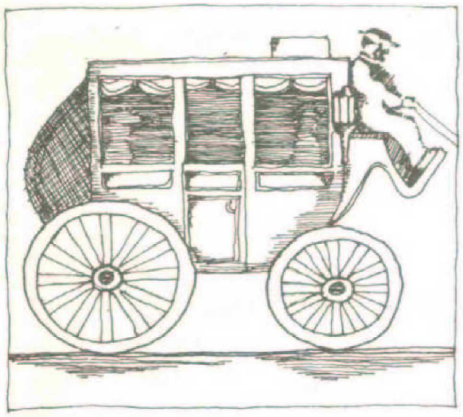


Trails and Rails
Chapter 2

The Michigan Road

The dream of a harbor in Indiana, on the southern shores of Lake Michigan, sparked the idea for a road the length of the state from the Ohio River to the Lake. Several Indian trails converged in the area: the Sauk, the Potawatomi or Trail Creek Path, and the Yellow River Trail. The Potawatomi Trail followed near the shore line across Trail Creek, the Little Calumet, the Calumet, and the Chicago River at Fort Dearborn. It passed through present Memorial Park near the Marquette Spring mentioned previously. Martin Krueger believed that the original crossing over Trail Creek was on the grounds of the present Pottawattomie Country Club. In those days, the banks of Trail Creek were so high and steep that travelers had to search for a suitable fording place. The bridge that was built there later was probably the one referred to by Mrs. Kinzie in her Waubun[1] when she spoke of a petition for a "Brigg" at Michigan City.

Most of the early roads were built along existing Indian trails. Many diaries and journals, left by travelers in the early eighteenth century, referred to the routes to Dearborn from Detroit. Charlevoix,[2] in a letter to the Duchesse dated September 17, 1721, wrote:

> I believe I made you understand in my last letter that I had two routes to choose between for reaching the Illinois. The first was to return to Lake Michigan, to follow its southern course, and to enter the little river of Chicago.

The other to which he referred was the Saint Joseph portage route. Schoolcraft, who was in Fort Dearborn in 1820, described the road between the Chemin River, or Trail Creek, and Fort Dearborn as a "plain horse path[3] which is considerably traveled by traders, hunters, and others."

As the population in the new Western Country grew, Congress began discussing a route which would establish direct communication between the Eastern states and Ohio and Indiana. In 1806 a bill was passed authorizing a survey for the National Road from Cumberland, Maryland, to the Ohio River. The first work done on that road in Indiana was in Wayne County in 1827. The value of farm products had been growing so rapidly that there were increasing demands for improved transportation to get the farm produce to markets within the state and beyond its borders. An enormous internal improvement program was launched in Indiana and throughout the new West. The early history of Michigan City is closely bound to that program. At that time, the "three percent" fund was established. It provided that 5 percent of all funds received from the sale of public lands should be used for the building of roads and other internal improvements. Two percent of the fund was allocated to the Federal government. The other 3 percent was placed at the disposal of state legislatures for internal improvements. Between 1818 and 1840, much of the attention of the Indiana legislature was devoted to the allocation of that money. In his message of 1827, Governor Ray spoke strongly in favor of internal improvements. In Indiana a large share of the Three Percent Fund was used for the building of roads in the state. One road of primary importance was being planned to connect the Ohio River with a suitable harbor site on Lake Michigan. This was not, however, financed from the Three Percent Fund.

The War of 1812 had demonstrated the need for better transportation for troops and supplies for military operations. As shipping on the Mississippi River increased in volume, storage facilities became clogged in New Orleans during the busy seasons. Supplies for the new settlements were difficult to get. For this reason, notices were common in newspapers of the day explaining that temporary suspensions of publication were necessary because of the delays in getting paper through from Cincinnati.

The legislature was also interested in getting grants of the rich central farm land from the Indians. Prather comments that the Michigan Road stands as a monument to the

shrewdness of the white man in dealing with the Indian. Important cessions of land had been made by the Indians prior to the Council of 1826. In Article I, the Indians ceded a strip of land 10 miles wide on the north side of the Wabash and Maumee rivers eastward from the Tippacanoe River to the Ohio state line. Another 10 mile strip along the northern boundary of Indiana between Lake Michigan and the Saint Joseph River was ceded to allow for the terminus of a road and for a harbor. Article II provided for a section of land to be ceded for each mile of the Michigan Road all the way from the Ohio to the Lake. The Senate struck out that part of Article II which gave the state power to sell public lands.[4] That power was reserved for Congress. The Article began:

> As evidence of the attachment the Potawatomi tribe feel toward the American people, and particularly to the soil of Indiana, and with a view to demonstrate their liberality, and benefit themselves for traveling and increasing the value of their remaining country, the said tribe do cede to the United States, a strip of land . . .

The payment to the tribe was to be $2,000 each year, 160 bushels of salt, and at the discretion of Congress, $2,000 for education of the tribes. Blacksmith shops and mills for the convenience of the Indians were to be located where deemed convenient. One of the first of those was built in Fulton County in 1827. So the Indians agreed to give up title to their land - one section for each mile of road to be constructed by the state for the entire 265 miles from the Ohio to Lake Michigan.* Those cessions continued for several years. As the younger members of the tribes realized just how much of their land was involved in the agreement, they became angry and tried to prevent the surveyors from running out that amount. Chandonnais, usually called "Shandey" by the Americans, was asked to persuade the members of the tribe not to obstruct the surveys. He obtained whiskey and an ox for a big barbecue and, in the course of a big meeting and "celebration," was able to

*Madison to Logansport 163 miles; Logansport to Lake Michigan 102 miles, according to Prather in Indiana Magazine of History, Vol. 40:250-62

persuade the tribe to allow the survey to continue.[5] As a reward, "Shandey" was granted a section of land by the United States government.

The power to sell public lands was given the state by an act signed by John Quincy Adams. The Federal government had given Indiana lands estimated to be worth $250,000 to aid in the construction of a road connecting Lake Michigan with the Ohio River. Congress left it to the Indiana legislature to decide where the terminus on the Ohio should be. Naturally all of the river towns wanted the road. For two years there was great excitement in the legislature over the question. Finally the town of Madison was selected.[6]

The Western Gazetter of 1817 mentioned the "Chemin River" as having 40 miles of navigable water - (perhaps by canoe?). President Monroe sent an exploring party to Trail Creek that year. The party was under the direction of Major Stephen H. Long, United States topographical engineer. Others in the party were Thomas Say, naturalist; William H. Keating, geologist, who kept a record of the expedition; Samuel Seymour, artist; and James E. Calhoun, astronomer. Private Bemis of Fort Dearborn was their guide. David McKee, a blacksmith en route to Fort Dearborn and Andrew Allison, a servant, were with the party. Keating described the country through which they passed after they left Grand Quoit:[7]

> We had been following for some time the valley of a small stream, called by the French, Riviere du Chemin, [Trail River], but on approaching near to its mouth our path winded to the south, and we found ourselves at the base of a sand hill of about twenty feet in height; the fog which arose behind it, and the coolness of the air warned us of our approach to the Lake; and on turning along the base of the hill, we discovered ourselves to be on the beach of Lake Michigan....the view, towards the north, was boundless; the eye meeting nothing but the vast expanse of water, which spread like a sea....Towards the south, the prospect was limited to a few hundred yards, being suddenly cut off by a range of low sand-hills, which arose to a height varying from twenty to forty feet; in some instances rising perhaps to upwards of one hundred feet....At our evening's encampment of the 4th

of June we were at the southern most extremity of the lake, and could distinctly observe that its southeastern corner is the arc of a greater circle than the southwestern....The streams passed this day during our ride along the beach was inconsiderable; the first is termed Riviere des Bois, probably from the quantity of driftwood observed near it; the English appelation for it is the Stick River. The second we met was the Big Calamick (Calumet).

By an act of January 24, 1828, the legislature provided for a survey for the Michigan Road. John McDonald, Chester Elliott and John I Neely were appointed to survey the proposed road with a 100 foot right-of-way and to find a place where the best harbor might be constructed on the Lake. That survey followed the Old Yellow River Indian trail closely. Because of the difficulty of building a road across the Kankakee marshes, the northern part of the route was changed to follow the portage route at the south bend of the Saint Joseph River and then west to Grand Quoit (Bootjack). The survey was filed June 12, 1829, and was mentioned in Governor Ray's message of that year. He stated that the road "terminates at the mouth of the River Dysman where a harbour for vessels may easily be made." According to Oglesbee, in his summary chapter,[8] he had come upon some field notes in the state auditor's office reporting another survey made by Lismund Bayes of Lafayette. That described a route which was to cross the Kankakee at the lower end of English Lake and proceed north through Tassinong. That survey, dated February 10, 1831, passed too far west of existing settlements. The county comissioners appropriated $400 to aid in a survey of a road along the Yellow River Trail. A ferry had been operating at a crossing of the Kankakee for a year or more, and a bridge was placed there. In 1833 Andrew Burnside was ordered by the Assembly to locate a road from Trail Creek to the Yellow River Road by way of LaPorte. His map and bill for $120 were filed in the LaPorte County Auditor's Office. That same year the county commissioners ordered a road constructed from Door Village to the forks of Trail Creek "where the Lafayette Road crosses Said creek." The survey of Trail Creek stated that the river was 80 feet wide at the mouth and from 7 to 10 feet deep the first mile.[9] In 1834 the legislature empowered John M. Lemon and others to build a toll bridge

across the Kankakee River where the ferry and bridge had been located.

Work on the Michigan Road was begun under the authority of the State of Indiana in 1830. It was to be built in three sections: the first from Madison to Indianapolis, the second to Logansport and the third from Logansport to Michigan City. At that time it was decided that the width of the road be reduced from 100 feet to 66 due largely to the problems and expense encountered in building across some of the difficult terrain. LaPorte County had much right-of-way which could not be drained and had to be crossed with log causeways. The average cost of the entire road was $245.66 per mile. At Hudson Lake (Lac du Chemin), it cost only $155.58 per mile, but the 32 miles near South Bend averaged $315.60. Included were two frame bridges and 278 rods of puncheon causeway. These were found to be necessary to cross "the worst description of prairie and cranberry marshes." The terrain made it necessary to build twenty-two puncheon bridges in addition to log causeways and ditches.[10]

Since the choice of the route was not immediately ratified, it was necessary to use scrip for payment of the work done on the road. This scrip could be redeemed in Michigan Road lands. Both A. P. and James Andrew, pioneer settlers in the nearby town of LaPorte, took scrip in payment for the 20 miles of the Michigan Road which they built.[11]

By 1831 the road was completed as far north as Logansport. William Polke was given the contract to complete the remaining northern section and to sell the lands adjacent to it. It was decided to build the road 100 feet wide from Logansport north to Lake Michigan. Polke established his office on the Tippecanoe River. It is claimed that his was the first frame house built on the Michigan Road north of the Wabash. On the first Monday in June of that year, he held a land sale at South Bend. At that time, runners were being sent through Northwestern Indiana warning the settlers that they were in danger of being attacked by Blackhawk and his warriors. The settlers were so frightened that many of those living in the Door Village settlement fled to Fort Wayne and into Ohio. The remaining settlers built a stout stockade and waited for the attack. It is believed that Chief Pokagon of the Potawatomi, who lived near Fort Saint Joseph, used his

influence among the Indians to keep them from joining Black Hawk's conspiracy. Two companies of rangers, who were sent out to protect the settlers, reported that they saw no hostile Indians on the entire trip through Northern Indiana. The scare probably did have an effect on the number of settlers coming into the northern part of the state at the time.

Major Isaac C. Elston of Crawfordsville, who had been highly successful in real estate and merchandising in other parts of the state, knew about the plans for the harbor and the Michigan Road before the Federal government made the public offer for the sale of lands near the Lake. On November 6, 1830, he bought a fractional quarter (the NW1/4 of Section 29, Township 38 north, range 4 west) containing the mouth of Trail Creek at private entry, for $1.25 an acre cash. He received certificate number 12,892 for the purchase. The first land purchase in LaPorte County had been made three days earlier by Eber Woodman for property at Hudson Lake. Elston's was the thirteenth entry in the county. On November 9th he bought the west half of the northeast quarter of the same section, which gave him more of the creek. Then on May 13, 1831, he entered the southeast quarter of the same section and other lands nearby.[12]

By December of 1832, it was reported that the northern section of the Michigan Road was completed. The state considered the original Michigan Road terminus to be the intersection of Michigan and Spring streets. The City was to be responsible for the remainder of the road, which ended at the harbor. The Abijah Bigelow Chapter of the Daughters of the American Revolution placed a marker at the corner of Washington and Michigan streets on June 12, 1928, to commemorate the fact that the Michigan Road had passed by that corner.

Within five years, improvements of the road were considered necessary. The Logansport Herald for December 28 of that year editorialized on the state of the road:[13]

> Many plans have been made to better the condition of this road -- one proposes to macadamise - another to make it a broad striped corduroy- a third thinks a tow-path should be thrown up and the

road might be navigable as a canal - and a fourth proposes to build a hospital shed, from one end to the other to keep the rain off. etc.

The stage used the Michigan Road from Bootjack to Michigan City and the beach from Michigan City to Chicago. The Michigan Road was practically impassable much of the time, as accounts of travelers of the day reported. In Polke's report to the legislature in 1834, he commented:[14]

> The uncommon emigration to the north and the amount of merchandise which has been transported from South Bend, Michigan City and other places to the Wabash etc. in the unfinished state of the road, has much impeded the progress of the work and materially injured the same, before it became sufficiently settled for carriages to pass over it with ease and facility.

The road was being used extensively during the years between 1835 and 1837 for the hauling of grain and other produce. Those products were exchanged for manufactured goods brought in by boat across the lake. Wagons came along the Michigan Road from as far south as the Wabash. Caravans of ox teams, with two or three yoke of oxen to a wagon and sometimes thirty of forty teams together, brought wheat to Michigan City and returned with goods for their home merchants. There were often as many as three hundred teams in a single day. A diary, written in 1836, described travel along this road in the vicinity of Greensburg:[15]

> After a long, tedious, muddy, tiresome, desolate, cold ride of 45 miles, I have reached this little town. My ride has been over the Michigan Road, which intersects this state. This road is cut through the marshy woods, nearly in a straight line, and 100 ft. wide. The land upon it is not improved. Such a road is indeed tiresome. There is nothing on it to interest you, and in many places you can see before you 5 or 6 miles, until the

> walls of trees on either side seem to close, and intercept your vision. Almost every cabin on this road is a house of Privete intertanement according to the spelling of this country.

An act was passed, in 1837, making county boards responsible for badly needed repairs on the roads. Nathan Johnson of Waterford had been appointed road supervisor for Michigan township in 1835. His report listed seventy-two names of citizens* liable for road work. He reported that he had collected $71.50 in cash and had paid $16 for a plow to be used in road work.

Julius W. Adams, engineer, states clearly just how critical the situation had become along the Michigan Road:[16]

> The distance now travelled in a day by a six-horse wagon and load does not average 12 miles. Allowing this as the distance travelled daily, and it will require 14 days to make the trip from Indianapolis to Michigan City, taking the daily expense of a horse at 30 cents, and we find the cost to the waggoner for horse feed to be $25.00 in transporting 4500 lbs. from this to Michigan City.

Travel on the road was fair many months of the year, but during the winter it was described as an "endless sea of mud." Often passengers were required to get out and help push their vehicles out of mud holes. The corduroys** made the going quite rough.

Most of the road had been constructed and the major portion of the funds had been spent between 1831 and 1835. When the books were closed on the Michigan Road in 1840, the value of the lands turned over to the state for its construction was $241,331.90. Expenditures were $242,008.04 and exceeded the receipts by only $676.14. There were still several hundreds of acres of public lands to be sold. The Michigan Road had actually cost the state nothing. The road

*Males on the poll tax rolls were liable for road work in lieu of cash payments.
**Logs laid side by side across the road to form a more solid road.

had no connection with the financial collapse following 1837 which is so frequently associated with the internal improvement program. The proceeds for the road had come from the sale of lands granted to the United States government by the Potawatomi treaty of 1826 and by subsequent land cessions.

Mails

As early as 1805, mail was occasionally brought on foot to Fort Dearborn by soldiers from the nearest post office at Fort Wayne. The established mail delivery triangle was Detroit, Fort Wayne and Fort Dearborn. At that time the Commandant of every frontier fort was a postmaster in practice. Whenever the Commandant made up a bag of mail for another army post, the settlers near the fort would put in their letters to friends and relatives. Private John Bemis, who had visited the mouth of Trail Creek with Long's exploration party, carried news and mail about once a month from Fort Dearborn to Detroit. French Louis was a regular mail carrier eastward from Fort Dearborn. He traveled on foot and usually camped at Trail Creek. 'Even before the stage lines came through, David McKee, a military blacksmith, who had also been a member of the Long expedition in 1817, was a government mail carrier between Fort Dearborn and Fort Wayne by way of Trail Creek. He rode a pony and carried a mail pouch and a camping outfit. He depended largely on his rifle for food along the way. His young bride, Wealthy, a relative of Samuel Miller, sometimes went with him in good weather.[17]

In 1832 there were two regular mail routes in LaPorte County. The first was route number forty-six from Niles to Chicago, a distance of 90 miles. The route was covered weekly on horseback at a cost of $9,369 per year. The second route was number 1,062 from Detroit to Dearborn. The 190 miles were covered three times weekly by a four-horse stage. Records in the National Archives in Washington show that a post office was established in Michigan City, August 26, 1833. Samuel Miller was the first postmaster. His office was in his store at the bend of Trail Creek. The first mail was sent from Michigan City while he was postmaster. He served until June 26, 1835. During that time, he established a weekly mail route to LaPorte which was changed, after a short time, to a daily route. At the end of Miller's tenure Benjamin Woodard had the post office. It was in his home or store building on the north end of

Franklin "four hundred forty yards south of the creek." In 1865 P. M. Winship had the post office on Franklin Street near Michigan Street. This was probably the same location as that shown on the Sanborn Map of 1884 - the third building south of Michigan on the west side of Franklin. An item in the Michigan City News of November, 1910 reported: "The Post Office is moving from its forty-year location on Franklin Street near Michigan to Fifth and Pine." In November 1973 the office was moved into a new building at the southwest corner of Michigan and Washington between Fourth and Wabash streets.

Other early post offices in the area were: LaPorte, 1832, Benjamin McCarty first postmaster; Coffee Creek (Chesterton) established 1838, Jesse Morgan, postmaster; Waterford, 1838, Sears, postmaster;[18] Springville, 1840; and Corymbo, 1840, Craig Sharpe, postmaster.

A contract was let to F. Trowbridge "to deliver mail by wagon from Michigan City to Peoria by way of Bailleville, Deep River, Robinson's Prairie (Crown Point), West Creek, and the crossing of the Kankakee." That contract number 2,627 required that $3,000 a year be paid for twice-a-week delivery of $3,800 for three-times-a-week service. A second contract was let, three years later, to John H. Bradley of LaPorte to operate a regular weekly mail service between Michigan City and Indianapolis by way of LaPorte, Plymouth, Chippeway, and Logansport. Bradley sublet the route between LaPorte and Chippeway for $350 a year to Erastus Ingersoll of Marshall County. Sprague and Teall of Michigan City purchased the Chicago-Michigan City division of the stage line and operated it for several years. In 1835 the Eastern mail was being carried between Michigan City, LaPorte, and South Bend every Tuesday, Thursday, Saturday, and Sunday. In summer and fall the sand was generally loose and dry and travel was slow and difficult along the beach. Passengers on the stages were often compelled to walk while the tired horses pulled the heavy vehicles through the deep sand.

An early advertisement for the stage through Michigan City was printed in the Chicago American in January, 1836:[19]

> Mail coaches between Detroit and Chicago will leave the New York House, Chicago for Detroit every other day, commencing Monday, January 11, at 5 A.M. Persons wishing seats will apply to F. Tuttle, agent, or to Mr. Johnson at the New York House.

The length and difficulty of the journey depended upon the weather and the condition of the road. One immigrant said: "A good team would make the distance from Michigan City to Chicago in six hours when the way was all right, and it was a six days' drive when the the way was all wrong!"[20]

An early regular on the mail route between Detroit and Chicago was John Adams. In 1837 he made the record trip over the 284-mile route. He was sent to Chicago after soldiers for the defense of Detroit during the Patriots' War in Canada. He had a good sleigh and a pair of good fur gloves loaned him by General Brady. He had fresh horses at intervals of 10 to 15 miles. He left Detroit at 4 p.m. and arrived in Michigan City at 4 p.m. on the following day. He changed to fresh horses and "fairly flew" on down the Chicago Road much to the amazement of the local citizens. He arrived in Chicago at 8 p.m. - just twenty-eight hours after leaving Detroit.

Thirty-eight years later, September 16, 1875, the New York Central mail train left Grand Central Station, New York, at 4:15 a.m. and reached Chicago at 6:27 a.m. September 17. It had taken just twenty-six hours and twelve minutes for delivery. In 1933 there were ten thousand mail-carrying trains in the United States.

The first mail was carried by air in an army test run between New York and Washington, D.C., in 1918. In 1932 a transcontinental air mail test run was made between New York and San Francisco. The flight took twenty-six hours and fourteen minutes, flying during daylight hours only. Regular daily transcontinental service was inaugurated on July 1, 1924. The eastbound flight took thirty-two hours and five minutes; west-bound, thirty-four hours and forty-five minutes. By 1969 mail was being carried across country in 660-mile-an-hour jets. That year Roger McKee stated that The mail routes between local communities were still basically the same routes used by the pioneers in the early 1800's - the original Indian trail ways.

Stages

Stage lines increased in number in the third decade of the nineteenth century all through the Midwest. Travel on those lines could be, and often was, a real adventure. The stage lines between Detroit and Chicago, which were

established in the spring of 1833, used the Michigan Road from Bootjack to Michigan City and the beach from Michigan City to Chicago. According to accounts of travelers on those early lines, the roads and accommodations left something to be desired:[21]

> A public vehicle conveyed us across the peninsula of Michigan - and as far as the town of Niles, the route was good. But here we had to change the regular stage for an open vehicle of a stronger build, furnished with three or four rows of spring seats ... from thence it was calculated that the two days' journey would bring us to Chicago ... we had to follow the old Indian trail for a hundred miles, round the lower southern shores of the lake. Twelve hours jolting brought us to a farm about twenty miles from the extremity of Lake Michigan and about sixty-five from Chicago, if I recollect right .... we now go on ... to Calemick Creek.

All sorts of inducements were being offered to families in the East to encourage them to remove to the new country in Ohio and Indiana. However, Peck's Guide for Emigrants warned them about the state of the roads and modes of travel. Farmers were advised to remove to the west in their own wagons and individuals were urged to travel by horseback:[22]

> Individuals who wish to travel through the interior of Indiana, etc., will find that the most convenient, sure, economical and independent mode is on horseback. Their expense will be from 75 cents to $1.50 per day, and they can always consult their own convenience and pleasure as to times and places. Stage fare is usually six cents per mile, in the West. Meals at stage-houses are 37-1/2 cents . . . . Emigrants and travelers will find it to their interest always to be a little skeptical relative to statements of stage, steam and canal boat agents, to make some allowance in their own calculations for delays, difficulties and expense and above all, to feel perfectly

> patient and in good humor with themselves, the officers, company, and the world, even if they do not move quite as rapid and fare quite as well as they desire.

Accommodations along the roads were not always of the best, as travelers' accounts showed. One lady told of her experience in a village tavern where she was expected to sleep in a bed where the sheets had been used previously. When she complained, she was assured by the innkeeper that they had been slept in by "nice gentlemen." Tavern suppers invariably included biscuits, buttermilk, fried pork, and venison. Supper was 6 cents, lodging 6 cents, breakfast 6 cents and cider 3 cents.[23] Besides the poor accommodations and getting stuck in the mud, or sand in the summer, the traveler was faced with runaways, drownings, broken wagons, horse thieves, counterfeiters, and highway robbers. Often the stages met large flocks of wild hogs along the roads and had to wait for them to pass. During the summer months, many people traveled by schooner on the lake to avoid these hazards; but in winter when navigation on the lake was closed, they used the stage lines.

A stage route was established over the Michigan Road between Indianapolis and Michigan City with mail delivered twice a week. Schuyler Colfax, editor of the Saint Joseph Valley Register, described a trip from South Bend to Indianapolis on the Michigan Road December 1, 1847:

> Of course I was not exempt from the usual fate of those adventurous mortals who almost tempt Providence to punish them for risking themselves upon it (the Michigan Road). But after the usual quantum of joltings, borne with the uncomplaining fortitude of a stoic, tho' not with the unruffled placidity of one of Fox's Martyrs, I reached the great city of Indiana last Saturday with bones whole, though weary, and with appetite not diminished by the dangers of mud, chuck-holes and corduroys through which I had safely passed.

Effective April 3, 1843, Michigan City had service three times a week between Chicago and Detroit by a line owned by Miller and Company. The Blair brothers arrived in Michigan

City by this stage and probably first alighted at the Western Hotel. It was the last stop before the stage continued west to the Morgan House near Chesterton.* John Elam, of Valparaiso, ran a stage between Michigan City and Logansport for several years in the 1850's. Eason Wilcox of Hebron drove the first stage between Michigan City and Valparaiso by direct route. During the same period, Milo Warner operated stages between the two towns by way of LaPorte. As the population grew, mail contracts became so profitable that there was fierce competition for them. In May, 1858, there were forty bids for single routes in Northwestern Indiana. McCracken, Webb, and Seaton & Company had control of a number of stage lines and secured many contracts. One contract was for daily service by hack between Michigan City and LaPorte for $297 a year. Advertisements in the Indianapolis newspapers for 1840 were as follows:[24]

> U.S. Mail for Logansport, LaPorte, Michigan City, Chicago, South Bend and Detroit .... These lines are now in full operation, having been fitted up in a style that is not surpassed for speed and comfort by any line of stages in the West, with Troy coaches and good teams. Great care has been taken to select careful and experienced drivers. Every exertion will be made by the proprietors to make this line worthy of public patronage.
>
> WINTER ARRANGEMENTS Time of Staging. Leaves Indianapolis as usual on Mondays, Wednesdays, and Fridays, immediately after the arrival of the Madison Mail - say 3 o'clock A.M.; arrives at Logansport next evening; third day reach Plymouth, and fourth day LaPorte, where they meet a daily stage (morning and evening) to Michigan City which connects with daily lines from Chicago and Detroit. During the winter this whole distance from Indianapolis to LaPorte will be run over in four days instead of three.
>
> Office of Jordan's, Indianapolis T. Squier,
> Office at Crumley's Logansport For J.Y.Douglass & Co.

*Private papers of G. C. Calvert, Michigan City

Mr. Lomax of LaPorte was a delegate to the Democratic state convention of January, 1840. A letter from him to Wilbur F. Storey, published in the LaPorte Herald, gave an account of the trip to Indianapolis. He and several other delegates, among them W. W. Taylor of Michigan City, left LaPorte in a sleigh on New Year's Day. They reached Rochester at noon the next day and Logansport late that night. From there they proceeded on foot, occasionally riding on log sleds or market carts. At noon on January 7, after one week, they arrived at the capital. They had made better time than the stage.

Many short stage lines were built in the years between 1840 and 1860 to supplement the main lines between Detroit and Chicago and between the Ohio River and Michigan City. In most cases, travelers to Chicago kept inland until they reached the hospitality of Bailly's homestead; from there they continued along the beach to Chicago. In 1841 the Michigan City Road was surveyed by Henry Robertson. The route between Chicago and Michigan City was south of the Lake. The plan to have it connect Michigan City with Saint Louis was never realized.

Michigan City was a busy town in those early days. The Hubbard and Company Express office opened there in 1836. It was a branch of the line operating over the stage route between Detroit and Chicago; it later became the Adams Express Company. An advertisement for the Erie and Kalamazoo Railway, in 1837, announced connections by stage between the railroad terminal at Adrian, Michigan, and the towns of Michigan City and Chicago.[25] A daily stage, which operated between LaPorte and Michigan City in 1857, advertised a fare of 75 cents. That stage stopped at the Jewell House in Michigan City. There were four mails each day to Michigan City: two from the East, one from the West, and one from the South.[26]

Plank roads became numerous in the timber country in the last half of the 1840's. They were numerous enough that the legislature included regulations governing plank roads in legislation passed in 1848. Records of the City Council refer to the planking of the Michigan Road to its terminus on Wabash Street.[27] Toll gates were established to raise funds for the maintenance of those plank roads. In Michigan City, one was located on an extension of Franklin Street south. It was operated by a Mr. Deming.[28] A second toll gate was established on the Michigan Road near the Trail Creek crossing east of town. The last toll gate was removed from the city in 1865.[29]

The Union Plank Road Company was the first to be organized in LaPorte County. That company was to plank the road from Michigan City to LaPorte by way of Walker's Mill and General Orr's farm, with a branch to Closser's corner. Aurora Case was the president of the company for many years. S. S. Wells, who had lived in Michigan City, was the first gate keeper on that road. The gate was just outside LaPorte. Wells' daughter married Abel Duncan Porter, who was later associated in business with Harrison Jewell.[30] The Union Plank Company continued until 1863, when its members voted to abandon it. At that time C. B. Blair was president and D. J. Baldwin was secretary. The Southern Plank Road Company, with Ezekiel Folsom as president, was incorporated in 1850. The road was to extend from Michigan City to Valparaiso by way of Beattys, Clyburn, and Squatham (near Pinhook). In 1851 the Michigan City and South Bend Plank Road Company was incorporated. Still another led to Winamac past the lower end of English Lake.[31]

Canals

Governor Noah Noble signed the Mammoth Internal Improvement Bill in 1836. It called for appropriations of $13,100,000 or one-sixth of the wealth of the state at the time. Eight gigantic projects were launched. The Michigan Road lost much of its prominence after that time because the state was concentrating on the Mammoth Internal Improvement Bill. The $13,000,000 state-supported program eclipsed the $250,000 land grant Michigan Road.[32] A combination of causes halted many of the plans. The nation-wide panic of 1837 brought a halt to practically all internal improvement projects by the close of 1839.

Indiana, like her neighbors, had become enthusiastic about canals and railroads. The period of the 1830's was the heyday for plans for canals in Indiana. Plans were formulated to build canals between Lake Erie and Lake Michigan; Lake Michigan and the Ohio River; and the Wabash River and Lake Erie, with a branch to Michigan City. The Wabash and Erie Canal was begun at Fort Wayne in 1832. That canal was to run from near Fort Wayne to Michigan City by way of Goshen, South Bend, and LaPorte. Some vestiges may be seen near Rome City. In 1839 the Blairs of Michigan City were made agents for the Erie and Michigan Canal. The plan was abandoned along with many similar projects. It is interesting that Duncan's Addition in Michigan City included a street named Canal. The first boat to make the trip from Lake Erie to the Ohio River was the "Pennsylvania" which arrived at Evansville from Lake Erie September 22, 1853.[33]

Railroads

During this same period railroads were becoming important. In many cases they were planned to connect water routes: rivers, lakes, or canals. It is ironic that the very railroads that were built to connect the waterways resulted in the eventual elimination of travel on those waterways and canals. The years between 1832 and 1860 saw the incorporation of as many as one hundred different railroad companies in Indiana. One railroad, of great interest to Michigan City, was the Wabash and Michigan Railroad incorporated in 1832. It was to extend from Lafayette to the mouth of Dishman or Trail Creek. Among its incorporators was Isaac C. Elston of Crawfordsville. The New Albany and Salem, Indianapolis, and Wabash Road was incorporated in the same year. That company encouraged the plan for the Lake Erie and Michigan Canal - or railroad - from the Wabash and Erie Canal near Fort Wayne by way of South Bend to Michigan City. The New Albany and Salem, Indianapolis, and Wabash Road was to extend from the Ohio (at New Albany) through Salem, Columbus, and Indianapolis to the Wabash. The location of the northern section was to be decided at a later date. The company, in its charter, had permission to lay tracks anywhere within the state. That fact became important in the building of the Michigan Central at a later date. Two years after the first two mentioned railroads were incorporated, the Indiana Northwestern Railway was incorporated by LaPorte businessmen; it was to connect Vigo County with Michigan City. The Buffalo and Mississippi Railroad, which was incorporated in 1835, was to connect Maumee Bay with the rapids of the Illinois River, with permission to alter its route as necessary. It was of importance to Michigan City since it became a matter for dispute and bitter rivalry between that place and its neighboring town of LaPorte.[34]

It was easy to incorporate for the building of railroads during the period. The state legislature encouraged such incorporations. Michigan City, being the only port in the state, was the focal point for innumerable railroad routes. As a matter of record, the following were incorporated: the Frankfort, Delphi and Michigan Railroad and Turnpike, (1835); the Michigan City and Kankakee Railroad in the same year; the Lake Erie and Michigan Canal or Railroad (1836); the same year, the LaPorte Canal and Railroad with a terminus planned at Michigan City; the

Indianapolis and Michigan City Railroad, incorporated by David Sprague, Charles K. Averell, Wiliam Teall, and William E. Moore of Michigan City. The Michigan City and Saint Joseph Railroad, later known as the Northern Indiana Railroad Company, was also chartered. Samuel Miller, James M. Scott, David Sprague, Jacob Bigelow, George Ames, William Teall, and Daniel Low were among the Michigan City incorporators of that road. Few of the roads being incorporated in the state ever progressed beyond the initial step of incorporation.

Michigan City had two serious rivals for railroad lines. Chicago was attracting business investments because of the development of its harbor and because of its plans for a network of railroads. Illinois had incorporated the Illinois Central Railroad with the idea of making Chicago and points on the Mississippi River rivals to those on the line between Toledo through Indiana to Saint Louis. Locally, LaPorte became the city's rival for the east and west railroad lines through Northern Indiana. The Buffalo and Mississippi became the subject for a particularly bitter dispute. An ordinance, passed by the Michigan City Council May 1, 1837, granted a right-of-way to the Buffalo and Mississippi road to build tracks from the southern edge of the town up Wabash Street to the harbor with a depot on Wabash "at a point where the tracks go west."[35] Water was to be diverted from Fish Lake Creek to supply the locomotives.

On the Fourth of July that year, Daniel Webster spoke at the foot of Hoosier Slide on the future greatness of Michigan City. A pioneer of the day described how Webster turned the first spadeful of earth for that Buffalo and Mississippi Road. The event was celebrated with barbecues, bonfires and other merrymaking. Webster was given (or purchased) the deed to lot five, block ten, in the main part of town.[36] That same lot was later deeded to Herman Cope and Thomas S. Taylor of Philadelphia by Daniel and Caroline Leroy Webster on April 28, 1841. The deed was recorded December 6, 1843.[37] The same year that the Buffalo and Mississippi was incorporated, authority was granted to incorporate a railroad from Michigan City to LaPorte using part of the Buffalo and Mississippi right-of-way between the two towns. The project was halted during the business depression and was never completed. In the meantime, the name of the Michigan Southern, which was routed through LaPorte from South Bend, had been changed to the Northern Indiana Railway. In order to reorganize and amend the 1835

charter of the Buffalo and Mississippi, the stock of that company was donated to the old Michigan Southern. LaPorte was working to have the railroad go directly to Chicago and away from Lake Michigan and Michigan City. Although nearly half of the capital stock in the Buffalo and Mississippi had been owned and donated by Michigan City investors, and although Michigan City petitioned the legislature to locate the road along the lake, the petition was not granted.[38] The line passed through LaPorte and south of Michigan City to Chicago. The first train on the Michigan Southern reached Chicago via LaPorte from Toledo in 1852. That Lake Shore and Michigan Southern, as it came to be known, used the old right-of-way for a spur from Baillytown in 1851. Not long after that short cut was completed it was abandoned. The 14 miles of track were referred to locally as the "strap road" because wood rails and other wearing surfaces were covered with strap iron. Another name given to that piece of right-of-way by natives was the "plug line." It was a fairly straight well-graded embankment and is still visible immediately north of the South Shore tracks between the western outskirts of Michigan City and Port Chester.[39] The right-of-way for the Buffalo and Mississippi, on Wabash Street in Michigan City, was converted to a boulevard park.

In 1849 the Michigan Central Railroad was authorized to build a line from New Buffalo to Michigan City. The City Council granted them right-of-way through the city in 1850. Since the Michigan Central did not have a franchise to enter Chicago and was not permitted to lay tracks through Indiana, it turned to the old New Albany and Salem charter of 1832. That road could, under their charter, lay tracks "anywhere in the state." The company built the tracks across Indiana in return for the Michigan Central's purchase of $500,000 worth of New Albany and Salem stock. According to the Fifth Annual Report of the Michigan Central Railroad (1851), the first train of that line entered Michigan City in October of 1850. The road was granted right-of-way to use the New Albany and Salem tracks to Kensington, where the main line of the Illinois Central continued to downtown Chicago. The first train of the Michigan Central reached Chicago from Detroit in May of 1852 - just three months after the Michigan Southern arrived from LaPorte.[40]

The first passenger station of the line was a gray story-and-a-half frame building with a porch across the front or south side. The porch had large fluted columns 2 feet in diameter. The baggage room was at the east end.

Courtesy Old Lighthouse Museum

FIRST MICHIGAN CENTRAL DEPOT - NORTH OF TRACKS

The mens' waiting room next to it had a counter and stools for the sale of lunches. The main waiting room was at the west end of the building. It stood north of the tracks, west of Franklin Street, along what had been Front Street. It was destroyed by fire and was replaced by a two-story depot of red brick located on the south side of the tracks. According to Anne Hopkins, Frank Doran used to come to the depot to sell his aunt's homemade pies, which were popular and famous all along the line. The second depot burned in 1914, and was replaced by the one story brick building located on approximately the same site as the second - south of the tracks and west of Washington Street.

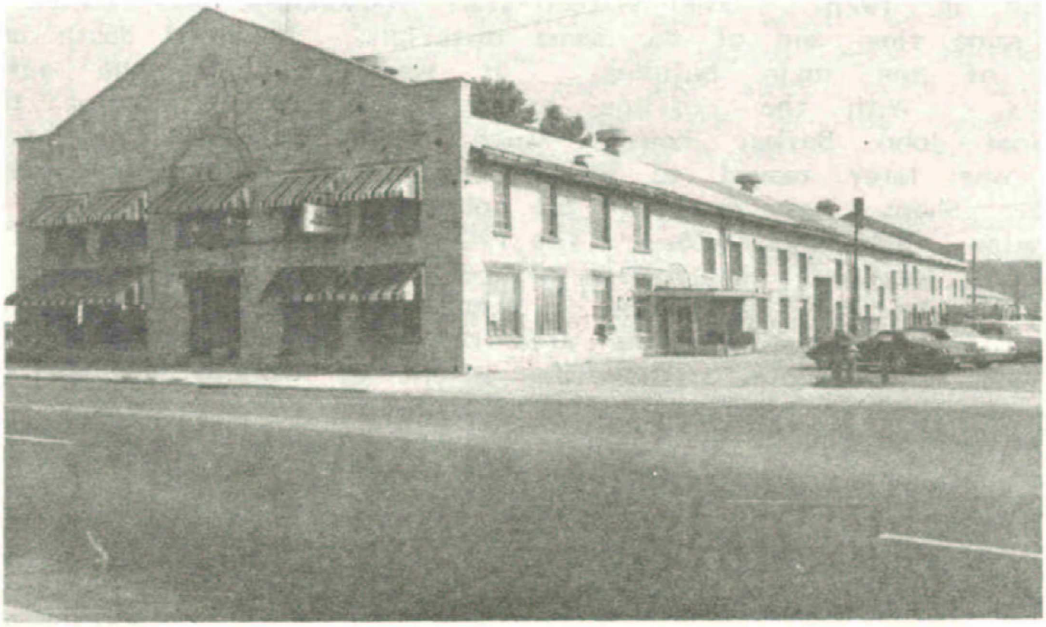
A schedule of Michigan Central freight rates published in the Detroit Daily July 10, 1850, giving rates between Detroit and Michigan City, is available in the Old Lighthouse Museum. The stations listed on the schedule are: Detroit, Marshall, Battle Creek (Augusta), Galesburg (Comstock), Kalamazoo, Paw Paw, Decatur, Dowagiac, Niles, Buchanan, Terre Coupee, New Buffalo, and Michigan City. Rates for freight per 100 pounds in cents, first class Detroit to Michigan City, were 35 cents for all freight not otherwise listed. Listed under second class freight, at 25 cents per hundred, were butter, boilers for steam engines, cranberries, cheese, grass seed, lard, rosin, coffee, eggs, dried apples and peaches, oil cake, tallow, and crockery and glassware. Other third class items, at 20 cents per hundred, included ale and beer, cider, coal, fish in barrels, shingles, iron, nails in kegs, whiskey, and salt not in barrels. Special rates between Detroit and Michigan City included wool in sacks, beef and pork in barrels, whiskey and high wines to Detroit per 100 pounds, flour per barrel, wheat, rye, buckwheat, barley corn, cornmeal, oats, bran, garden tools, and potatoes (owner's risk of freezing). Livestock, per double carload, was $26.

Permission was granted the Michigan Central railroad "to occupy for tracks: Front Street east of Wabash to the east line of Duncan's Addition; the public landing lying south of the north line of Front Street extended; and east of the alley between Wabash and Washington streets."[41] The Michigan Central agreed to maintain machine and repair shops in Michigan City following the issue of city bonds for the amount of $12,000. This was to insure the continuation of the road to Michigan City. The shops were built in 1850-51.

The Joliet limestone used for the 24-inch thick walls of the building was brought by barge from Illinois. The beams, forming the supports for the 255-foot long building, were 10 by 12 inch hand-hewn oak beams. The bottom chord was a single piece, 62 feet long. The original building had six repair stalls whose round stone arch doorways were still visible in 1978. The sixteen-stall roundhouse was built at the same time and of the same materials. It stood south and east of the main building. It was razed in the early 1900's. With the possible exception of a portion of the original John Barker house, which stood on Franklin Street and was later moved to Belden Street, the Michigan Central Repair Shops was one of the oldest remaining buildings in Michgian City in 1978. The building was placed on the National Register of Historic Places, May 12, 1975, because of its historic significance in the development of transportation and commerce in the area of Michigan City and in the country as a whole. With the advent of modern locomotives, the repair shops were too close to Chicago. They were moved to Niles, Michigan, in 1918. The building was purchased by Tonn and Blank Construction Company and was converted to use as offices and warehouses. It, too, became a part of the Beachway Urban Renewal project, and the building was razed in 1978.

Train Schedules appearing in the columns of the Michigan City Enterprise, March 6, 1856, include the following Michigan Central schedules: Westbound at 4:35 a.m., 7:20 a.m., and 8 p.m. except Sundays. Eastbound trains: 9:30 a.m., 6:25 p.m., and 11 p.m. except Sundays. On the Louisville, New Albany and Indianapolis Railroad, the Cincinnati Express arrived from Chicago at 8:25 a.m. and left for Cincinnati at 10 a.m. It arrived from Cincinnati at 7 p.m., and left for Chicago at 7:10 p.m. In those days before telephones, a "caller" was employed by the railroad. His duty was to go around town to notify the employees when they were expected to report for duty. A large wood yard was maintained for the wood-burning engines at Corymbo, just east of Michigan City.[42]

As the harbor was improved after 1870, traffic on the lake was heavy with large shipments of lumber, paper pulp, and salt from Michigan and Wisconsin. Exports from Michigan City by rail to the South, East and West, included packed salt pork and fish, farm produce, furniture, railroad equipment, and sand. Because this was the division point



Courtesy Owen Nicewarner

MICHIGAN CENTRAL ENGINE REPAIR SHOPS

for the Michigan Central, and because the demand for freight cars was increasing, the firm of Sherman, Haskell, and Company began, in 1852, the manufacture of freight and other types of railroad cars and equipment. The company was well located because iron and timber were brought in from the North and coal was shipped in from the South. That company became the dominant one in Michigan City's growth in the following years.

A contract was let, May 7, 1900, for a red brick freight house, 215 feet by 50 feet, to be built east of Franklin Street. It was scheduled for use in September of that year. The building was demolished in March of 1976 as part of the Beachway Urban Renewal project.

The Michigan Central Railroad became a division of the New York Central, which later merged with the Pennsylvania System and became Penn Central. In 1975 consolidation plans included Central of New Jersey; Lehigh Valley; Lehigh, Hudson River and Ann Arbor; and Penn Central. It became Conrail, in 1976, with Penn Central the backbone of the system. No Conrail trains are routed through Michigan City in 1980. However, Amtrak passenger trains from the East and West pass through Michigan City. They travel over the old Michigan Central tracks.

The Louisville, New Albany and Chicago Railroad was routed from Indianapolis through Lafayette and then in a straight line through Monon and Salem Crossing (Otis) to Michigan City. The 65 miles between Chalmers and Westville included the longest curveless track in the United States at the time. The company imported their strap iron rails from Wales. The iron was shipped across the Atlantic to New Orleans, up the Mississippi, and then up the Ohio to New Albany. The New Albany and Salem built its first tracks between those two towns. The first locomotive, shipped to the section being constructed between Lafayette and Crawfordsville, was shipped from Philadelphia to Pittsburgh through the Miami Canal, to the Wabash and Erie Canal, to Lafayette. When the northern section from Michigan City to Lafayette was built, the rails were shipped by the Erie Canal to the Great Lakes and through the Great Lakes to Michigan City. Before the line was completed, the Louisville Daily Courier of April 7, 1853, notified travelers that:

> A daily line of stages will commence running on Monday next (April 11, 1853) to connect with railroads running to Michigan City. The stages will leave at an early hour in the morning (from Lafayette) in time to reach the cars at a point about 53 miles south of Michigan City in time to take the train to Chicago the same evening. . . . as the railroad progresses farther south, the distance to the traveler by stage will be diminished . . . It is expected that by the first or middle of July, the road will be completed from Michigan City to Lafayette.

The first train that ran the entire distance left Michigan City at 5 a.m., July 3, 1854, and arrived at New Albany a few minutes after 9 p.m. the same day. The building which housed the depot and freight station in Michigan City was south of the tracks and east of Franklin Street.

The railroads owned large tracts of timber along the right-of-ways and employed crews to saw the wood and load it on the trains. Wood was 75 cents and $1 a cord. Sometimes farmers hauled wood in the form of poles, 4 feet long. The company would hire the poles sawed into pieces, 18 to 24 inches long, at the rate of 30 cents per cord. "Wood up" stations were located at intervals of 20 or 25 miles. Sheds for wood storage were often erected at those points. The shed at Lafayette held fourteen carloads of wood at about seven cords each. It was still standing as late as 1870. The tenders of the wood-burning engines carried from three to four cords. Passenger trains used a cord for every 38 miles; freight engines used about twice as much.[43] The brakemen, engineers and firemen made approximately $30 a month. "Train boys" carried ice water in two-gallon cans with two spouts attached to tin cups. The train boys tended fires and carried wood (the same length as that used in the locomotives) to the boxes in each car. They lighted and tended the kerosene lamps which gave their smoky light to the passengers. They sold fruit and papers to the "Ladies" car and to the smoker. The "train boy" had no salary, but could make as much as $40 per month with his sales. During the Civil War, after a great battle, as many as five hundred to one thousand papers were sold per trip. The train boys bought the Louisville Courier-Journal for 4 or 5 cents and sold it for 10 cents. Conductors made as much as $83.33 per month. Members of the crew often sold berries, chestnuts, eggs, and other produce to supplement their incomes.[44]

During the Civil War, Morgan's Raiders destroyed tracks, water tanks, wood piles, and bridges in the area of Salem. This, of course, disrupted service all along the line. The nickname "Monon," the Indian word meaning "fleet runner" or "to carry swiftly," came into use about 1860. By the 1880's entire trains were made up of cars loaded with coal from the mines in the area of Brazil, Indiana, and were reaching Michigan City for transshipment to the East. In 1897 the line was called the Chicago, Indianapolis and Louisville. Later the name Monon was legally adopted.

Many excursions were run from the southern part of the state to Michigan City, particularly from Lafayette. That trip took six hours. One of the principal attractions was the offer of $10 to the first couple to reach the top of Hoosier Slide to be married. Another attraction was a tour through the Indiana State Prison. Trains were in such short supply that, on weekends, open coal cars were fitted with racks, and branches of trees were used for shade from the hot sun. The cool breezes of the lake were welcomed by excursionists after the long, hot ride.

Prior to World War I, long trains of cars loaded with limestone and coal from Southern Indiana, and whiskey from Kentucky were brought north to Michigan City, Chicago, and Detroit. The "Hoosier Line" locomotives all had names at first: Apollo, Jupiter, Mercury, and other classical names. Later they had names like Rattler, Rover, Rusher, Samson, Tornado, Meteor, Comet, and Rocket.[45] The line was later taken over by the Louisville and Nashville. It was the first road in the United States to convert to diesel engines. Passenger service to Michigan City was discontinued in 1928, although occasional "mixed" trains of freight and passenger cars were used for local runs. Flagmen at railroad crossings in Michigan City were replaced by automatic electric signals in April of 1930.

There were many references to railroad right-of-ways and bonds appearing in the city records in the eighteen-seventies. An entry on June 6, 1870, referred to an issue of city bonds for $25,000 for the Michigan City and Indianapolis Railroad. In August of that same year, permission was granted that road for grading within the city limits. The Indianapolis, Peru, and Chicago railroad reached Michigan City in 1871. The original plan to build tracks down the center of Union Street in "Canada" was abandoned. The story goes, according to Annie Hopkins, that the women of the neighborhood stopped the plan by tying a

man to the tracks. That street, like Wabash, has a park down the center. The last stage line between LaPorte and Michigan City was discontinued when the railroad connected the two towns. The Lake Erie and Western purchased the line in 1887 and completed the 160 miles between Indianapolis and Michigan City. That line became the object of many "drummer's" jokes and puns. "Drummer" was a term applied to salesmen who traveled the trains in the course of their work. The line became known as the "Leave Early and Walk" (LE&W) and was, they said, mentioned in the Bible - "God made all creeping things."[46] The following advertisement appeared in every depot: (1898)[47]

> Special train excursion rates to Michigan City from Bunker Hill left at 8:00 a.m. continued through Peru, Rochester, Plymouth, Walkerton, LaPorte to Michigan City arriving at 11:45 a.m. Returning it leaves Michigan City at 6:30 p.m. Bathing, Boating, Baseball and fishing. Visit Penitentiary. Scale Hoosier Sand Slide. Take a ride on Lake Michigan on the elegant new steamer "America" (1000 passengers). Take your wheel and basket of lunch. Have a picnic and a general good time.

In 1899 the line was sold to the New York Central as a part of the Lake Shore system with a line from Michigan City to Indianapolis. Passenger service was abandoned in 1922. It came under Nickel Plate management, which was also dominant in the Chesapeake and Ohio system.[48] It later became Norfolk and Western which continued the freight line to Michigan City.

The Pere Marquette began operation through Michigan City in 1903. The passenger depot was located west of Franklin Street and south of Greenwood Avenue and Ames Field. In 1980 the Jewel Food Market stood on the approximate site. A freight depot was located on the opposite (east) side of Franklin. The joint management of the Pere Marquette and the Nickle Plate lasted from 1933 to 1942. The lines had become important bituminous coal carriers in the 1920's. Passenger service became subordinate to the freight business during and after the Depression. April 16, 1932, was the final date of operation of trains Number 23 and

DEVELOPMENT OF TRANSPORTATION IN INDIANA

NATIONAL ROAD – – – – –
MICHIGAN ROAD —··—··
PROPOSED ERIE-MICH. CANAL ·····

NEW ALBANY & SALEM RR —+—
MICHIGAN CENTRAL RR +++++++
PERE MARQUETTE RR +++++
L. E. & W. RR —·—·—·—

Number 24 on the Indianapolis to Michigan City runs, and trains Number 2 and Number 3 were taken off in June, 1933. During the Century of Progress in Chicago, trains Number 2 and Number 3 were restored as excess fare trains with through sleepers. The Chesapeake and Ohio merged with the Pere Marquette in 1941. After that date, there were two freight trains a day from Michigan City to Indianapolis. Train Number 86 left Indianapolis at 5 a.m. to pick up Saint Louis cars at Tipton for arrival in Michigan City at noon. Train Number 87 left Michigan City each afternoon with cars from the Pere Marquette and the Michigan Central carrying automobiles from Flint and Pontiac, and from the Grand Trunk line at Stillwell.[49] The inauguration of piggy-back service, in 1955-57, helped cushion the impact of the recession. By 1962 all operations had been converted to diesel power.[50] In 1964 the Nickle Plate merged with the Wabash line and became the Norfolk and Western System. Freight was still being carried to Michigan City over that line in 1980. The Chesapeake and Ohio carries freight over the Pere Marquette tracks, often hauling trains of more than a hundred cars loaded with oil, products from the Calumet steel area, and piggy-back cars loaded with new automobiles from Detroit and other points in Michigan.

Interurban Electric Trains

The first electric street car in the United States was a fifteen-mile line called the West Side Railroad between Portland, Oregon, and Oregon City.* Between 1901 and 1907, five hundred separate electric railroad lines were built in forty-five different states. They encompassed more than ten thousand cars and 18,000 miles of track. By the end of the 1930's most of them were bankrupt. There was probably no place in the United States where the interurban flourished as it did in Ohio and Indiana. No part of the country sustained it longer than Northern Indiana.

The LE&W steam railway had enormous losses in passenger business after 1906 when electric lines were flourishing in the state. The "drummers" began to

*Middleton, W. D. South Shore, the Last Interurban is a good history of interurbans.

forsake the "Leave Early and Walk" for the more efficient interurban service. The Chicago, South Bend and Northern Indiana connected Chicago, Michigan City, LaPorte, South Bend, and Elkhart. It was the first electric interurban to Michigan City. It began operation in 1902 and built its passenger depot in Michigan City on the northwest corner of Second and Franklin streets. The "Northern Indiana," as it was popularly known, made frequent stops within the limits of the towns it served and many stops in the countryside between the larger towns. Some of the stops between Michigan City and LaPorte were: Eddyville (near Barker Road and Franklin Street), Waterford, Midway (north of the summit near the Low cemetery at Johnson Road), and Bluffside (on the shore of Pine Lake on Johnson Road west of U.S. Highway 35). Passengers could catch the trains at each of the country stops where there were little sheltered benches used as waiting rooms. The Northern Indiana also operated "street car" lines in the towns along the line. In Michigan City the street cars ran from north Franklin to Ninth and east to Michigan as far out as Carroll Avenue (Dolls Park). A second line ran south along Franklin to the city limits at Coolspring Avenue. The third ran west on Ninth Street to Willard Avenue and south on Willard to the gates of the prison. Al Kambs[51] recalled that in 1915 the motormen's wages on the Northern Indiana were raised from 28 cents to 37 cents an hour, and the men on the City Line were raised from 28 cents to 32 cents an hour. They worked from sixty-three to seventy hours a week. Kambs was employed as night agent for the Northern Indiana at $50 a month. Between 1926 and 1927 he was a motorman on the City Line for 32 cents an hour. There were six cars operating continuously for a sixteen-hour day. Originally two men were employed to operate the local street cars - one as conductor and the other as motorman. In the early 1920's they went to a one-man operation. Not only did he collect the fares and operate the cars, but he reversed the trolley at the end of the line, and prepared to return the car to the opposite end of the line. As automobiles came into wider use, there were less and less passengers for street cars. The city line discontinued in Michigan City in May of 1930.

The Northern Indiana or "Murdock Line" was also involved with interstate business in freight. "The Cannonball" was used to carry less than carloads lots (LCL) of freight which were being shipped between Cleveland, Ohio and Louisville, Kentucky. Even these revenues could not offset losses occasioned by competition of the South Shore and the automobile. In January, 1931 the line petitioned the city to remove one track on Franklin Street.[52] With the continued business depression in those years, the line was forced, April 9, 1934, to petition to abandon all service in Northern Indiana. All service to Michigan City was discontinued June 15, 1934.

A rival to the Northern Indiana was the Chicago, Lake Shore and South Bend Railway or "Hanna Line."[53] The tracks of the two companies ran parallel through much of Northern Indiana. There were frequent fights between the track gangs while they were laying the tracks. A predecessor to the Hanna Line was the Chicago, New York Electric Air Line. It was incorporated in Maine, in 1905, by Alexander C. Miller, President, and Colonel E. H. Hord, land agent. The plan was to obtain right-of-way from New York City to Chicago for a straight track between the two cities with no grades. The Co-operative Construction Company was formed to finance the purchase of the right-of-way with shares of stock in the company. The line began construction at LaPorte and proceeded north of Westville, by way of Chesterton. The "Gary Connection" had a link between Gary and Hammond. The car had "New York" lettered at one end, and "Chicago" at the other. Between July, 1913, and January, 1914, they carried over two million passengers with a $58,000 profit. The line between LaPorte and Goodrum was dropped in 1917 and the Chesterton section was abandoned in 1922. They were forced to abandon the entire line because they were unable to compete with the more direct South Shore Line.[54]

The "Hanna Line," or South Shore, was named for its first president, James B. Hanna of Cleveland. The first run was made between South Bend, Michigan City and Gary in 1906. A newspaper account stated that the car "fairly flew" between Michigan City and South Bend. The trip took one hour and fifteen minutes. The fare was 65 cents one way, or $1 for the round trip. At

Michigan City, passengers could transfer to steamships for service to Chicago. There were ten trains daily in each direction between South Bend and Hammond. By the following year, 1909, the Kensington and Eastern Pullman overhead bridge was available for passengers who wished to transfer from the South Shore to the Illinois Central trains going to the loop in Chicago. There were depot stops at Van Buren Street and at Randolph Street.

The first passenger depot in Michigan City for this line was in an old store building on the southeast corner of Franklin and Eleventh streets. The coaches in those days had empire ceilings, mahogany woodwork, and bronze brackets to support individual lamps over each seat. All other interior fittings were of bronze. The seats were upholstered in black leather. The headquarters for the line was in Michigan City, as were the power plant and the maintenance and repair shops. A prison car with barred windows was added to the end of the train, when necessary, to accommodate felons being brought to the prison at Michigan City. Even in those early days, as many as three or four special Saturday excursions ran to Michigan City. The advertisements for those excursions described the bathing beach and amusement park at Michigan City. The fare was 50 cents round trip for those excursions. On Labor Day in 1910, 2,700 persons traveled from South Bend to Michigan City for a Labor Day outing. Excursions were also run to a company-owned park at Hudson Lake.

The South Shore was the object of numerous law suits. One of the biggest was that filed by the Lakeshore and Michigan Southern, Western Union, and Postal Telegraph. The suit sought a permanent injunction to prevent the South Shore from further operation. This was because of "inestimable damage" caused to telegraph operations of those companies by the high tension of the South Shore trolley lines.....which "caused at different times a reduction and inequalization of the current along the route in which the electric road runs in close proximity." On another occasion:

> The Chicago South Bend and Northern Indiana (Murdock Line) trolley on Willard Avenue was torn down this morning by a special car of

> the Chicago Lake Shore and South Bend Interurban line, and as this is the third time the thing has occurred, the officials of the former line are righteously indignant .... and threatened dire vengeance if it should occur again.

Employees of the interurbans were not yet fully aware of the danger of touching high tension wires:

> An employee who accidentally touched a high tension wire was hurled headlong through the door of the station. His head struck against the stone step and heavy planks, cutting a deep gash in his forehead from which the blood flowed profusely.

During the early years of operation, before the line was completed to Kensington, the company was not able to get authority to cross another railway and the state line into Illinois. The trains were operating on 6,600 volts between South Bend and East Chicago. They were compelled to stop at East Chicago and change to six hundred volt service for the rest of the trip into Chicago. On one occasion, when the crew stopped to make the change at East Chicago, they forgot to set the controller in the "off" position.* The conductor and engineer were both outside the train when it moved off without them. It continued west through Hammond "like a flash from a search light and caused the natives to sit up and take notice." The train derailed at the state line. The crew, still pursuing their runaway train, met two of their Italian passengers walking back from the stalled train. "Wassamatter, the train don't stop at Hammond?" they asked. They were not aware that they had been riding in a train without a crew. After that incident, the line was granted right-of-way across the other railroad and the state line.

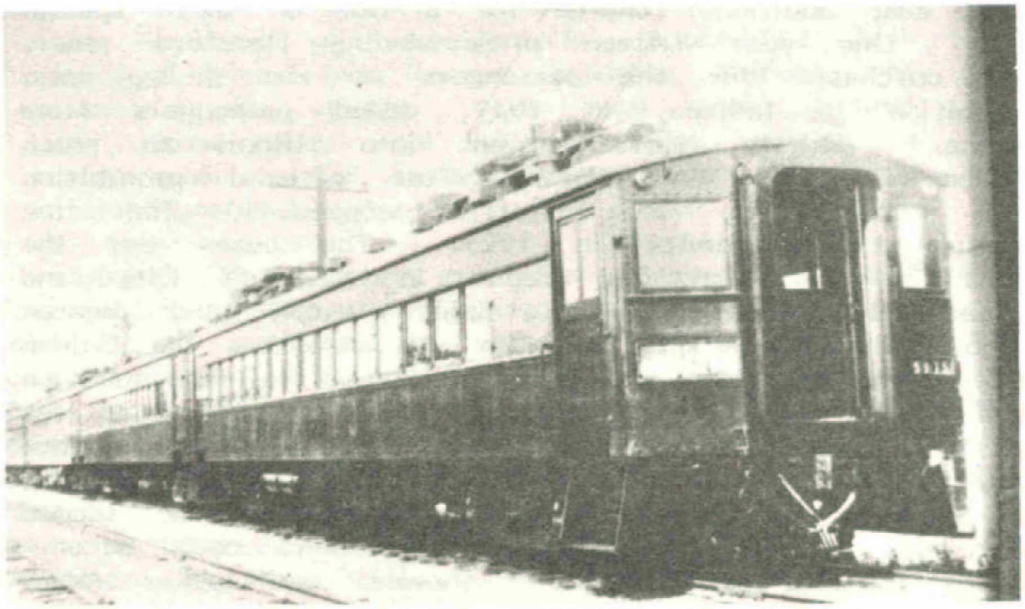
Increasing labor costs, competition from other interurbans, and the building of paved rural highways

*Incident recounted by Merle Aldrich, Superintendent of Shops and Equipment of the Line.

cut into the profits of the South Shore. By 1925 it had gone through bankruptcy and was rescued by Samuel Insull, Chicago financier. He modernized the line and transformed it into one of the most successful of all the interurbans in the United States. He linked it with the North Shore, running between Chicago and Milwaukee, and increased freight business to offset losses incurred with passenger traffic. Parlor-observation cars, diners, smoking compartments, and other kinds of luxury equipment were added. There was a 50 cent additional charge for a ride on those special cars. One year fifteen prize-winning Hereford steers were purchased for the passengers on the dining cars. Prohibition in Indiana, in 1917, added passengers from Indiana. Thirsty Hoosiers went into Illinois to stock up on liquor. Of course, after national prohibition went into effect, that traffic stopped. The line inaugurated bus service in 1925. The buses met the trains at the train-bus depot in Michigan City and carried the passengers to Saint Joseph and Benton Harbor, Michigan. That bus line was known as the Golden Arrow Service. A new South Shore rail-bus station opened in Michigan City, May, 1927. In addition to the waiting room, ticket and information booth, ladies' lounge, smoking room, luncheonette counter, and parcel and baggage rooms, there were facilities on the second floor for offices and a meeting room which could accommodate two hundred persons. Showers and locker rooms were provided in the basement for the trainmen. There was enough parking in the back of the depot for thirty buses to load passengers from boarding platforms. The front opened onto Eleventh Street and the train tracks.

An excursion of the Chicago Y.M.C.A. to Forest Beach, Michigan, in the summer of 1928, carried 1,750 members via the South Shore train to Michigan City. There motor coaches were boarded for Forest Beach. The line advertised "picnic places" along the South Shore line, particularly at Hudson Lake, Washington Park in Michigan City, and Grand Beach, Michigan. Other attractions advertised were the Indiana Dunes State Park and the Ogden Dune and Ski Slide area.

By 1928 passenger service had reached eighty-one trains daily, with hourly service between Chicago and South Bend from early morning until nearly midnight.



Service between Chicago and South Bend took two and a half hours. By 1929 this had been cut to exactly two hours. The South Shore won the silver speed trophy of the magazine Electric Traction and the Gold Medal given by the American Electric Railroad Association. Those prizes gave rise to their advertising slogan "First and Fastest." As early as 1931, the Depression was having its effect. The dining car and parlor service was discontinued in 1932, and the following year the line entered into bankruptcy.

After World War II, some of the losses were being offset by increased freight business. Passenger service consistently operated at a loss after the early 1950's. The final bus lines were sold in early 1963. The lucrative freight service was bound up with the steel industry in the Calumet region. The Chesapeake and Ohio agreed to buy the line and by January, 1967, had acquired 94 percent of the stock. That company petitioned the Interstate Commerce Commission for permission to discontinue all passenger service. A citizen's group was formed to try to save the last remaining interurban line in the United States. The Illinois Regional Transportation Authority began aiding the road in 1974. A regional Transportation Authority for Northwestern Indiana was set up for the purpose of studying the needs of the line and to raise funds to match Federal funds to aid in underwriting the service. Eleven miles of the South Shore's rails run through the Indiana Dunes National Lakeshore. It is the only Federal park in the country served by an electric commuter service. In 1978 riders rallied to save the "Little Train That Could." A subsidy bill, passed by the Indiana General Assembly in 1979, promised to strengthen the possibility of the line remaining in operation.

Modern Highways

Plans were developing all over the country for the building of hard surfaced roads to accommodate the increasing number of buses and private passenger automobiles. The "Dunes Highway" (U. S. Highway 12) was one of the first in the area. It was built between Gary and Michigan City to cut the time and distance of travel along the Old Chicago Road. That 22-foot

concrete highway from Gary to Michigan City opened in 1923. It generally followed the old Detroit Stage route between Baillytown and Michigan City and eliminated many of the curves which had existed on the Old Chicago Road. During the summer months, there was bumper-to-bumper traffic between Tremont and Gary and traffic would be backed up into downtown Michigan City. It was said that traffic did not move in Michigan City until the stop light changed to green in Gary. A hard surfaced road, built between LaPorte and Michigan City, entered the city on East Coolspring. It was known as the Johnson Road.[55] A second route, the Yellow River Road (U.S. Highway 35), which entered Michigan City from LaPorte at East Michigan Boulevard, was completed in 1924. Jahns Bus Lines operated between the two cities for a number of years. In the late 1930's, the Greyhound Bus Lines operated daily through the city with connections to all parts of the United States. The depot was in the South Shore Station. Buses and numerous trucks were using a 40-foot highway from the Michigan State line to Chicago (U.S. Highway 20). There were several 20-foot highways to the south. Indiana Highway 43 (now U.S. Highway 421) went directly down Franklin Street. The completion of the Indiana Toll Road in 1962, with its connection to the Dan Ryan Expressway in Chicago, resulted in even further drops in passenger traffic on both the South Shore and the North Shore lines. The Ohio and Pennsylvania Turnpikes, the Indiana and Ohio Toll roads, and Interstate 94, completed through Northern Indiana in 1972, sounded the death knell for all Nickle Plate passenger service. The last "New York" left Chicago on that line, June 2, 1963. The last "Westerner" left Buffalo for Chicago the following day.[56]

These modern superhighways no longer follow the routes of the old Indian trails as the early roads had done for over a century. The face of the land is changing. Water transportation, except on the major rivers and the Great Lakes, is practically a thing of the past. Those who first bought land at the mouth of Trail Creek did so because of the projected Michigan Road, proposed canals and railroads, and plans for the development of the harbor at the mouth of Trail Creek. The history of the city which follows relates directly to the story of transportation in the region.

Chapter 2 - FOOTNOTES

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3.	Qualfe, M. M.	Chicago's Highways Old and New	pp. 38-39
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17.	Gallaher, Mrs.Florence	"Pioneer Women of Michigan City"	Unpublished Manuscript
18.	McKee, Roger	"The Mails"	Unpublished Manuscript
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26.	Indiana State Gazetter	1856-59	I: 261
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28.	Gallaher, Mrs.Florence	"Pioneer Women of Michigan City"	
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46.	Hampton, Taylor	The Nickel Plate Road	p. 292
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Founding "The City"

Chapter 3

The Miamis had known the valley of Trail Creek long before the white man arrived. The original Miami name for the stream has been lost, but the French called it Riviere du Chemin. The Potawatomi translated the French word for the River of the Trail to Me-eh-wy. When the English came, they pronounced Riviere du Chemin, Dishman or Dismaugh, and later translated that to Trail Creek. The source of the creek was in the Valparaiso moraine which glaciers had deposited south of the original old Lake Chicagou. That moraine watershed divided the flow of the streams of the area so that those on the south slope flowed into the Mississippi system, and those on the north, into Lake Michigan. Trail Creek wound its way north from its source until it reached large dunes about half a mile from the Lake. They deflected its flow to the southwest. The largest dune on the west bank at the mouth of the stream was one of the highest along the shores of the Lake. That 200-foot dune came to be known as Hoosier Slide. Farther west at Tremont in Porter County, were the so-called "Three Sisters" or "Pioneers": Mount Tom at Waverly Beach in the Indiana Dunes State Park, about 200 feet high; Mount Holden about 170 feet in height; and Mount Green about 160 feet high. There were swamps and marshy areas directly to the south and west of the high dunes back from the shores of the Lake. Simon Pokagon, Potawatomi chief and friend of Joseph Bailly and John Morgan, lived with his tribe in a village along Fort Creek near Tremont. They frequently camped at Mount Tom.

The pleasant little river valley of Trail Creek was originally part of the Northwest Territory governed under the Ordinance of 1787. In 1802 Trail Creek became a part of the Indiana Territory. When the Michigan Territory was formed in 1805, its southern boundary was set at the southern tip of Lake Michigan and Trail Creek then became a part of that territory. It was not until 1816, when Indiana sought and gained admission as a state, that Trail Creek, part of the disputed "ten mile strip," again became a part of Indiana. At that time Michigan was given the Northern Peninsula as payment for the land she had lost to Indiana and Ohio.*

After the War of 1812, it became a policy of the government to get the Indians to move out of the region by trading for land across the Mississippi River. Large sums of money were appropriated for councils to induce the Indians to leave. In 1836 the Potawatomi agreed that they would remove to the country southwest of the Missouri River, with the understanding that they were to be gone within two years. In September of 1838 more than one thousand of the tribe were forcibly moved to Kansas. Of that group more than one-fifth died enroute. Jerry Smith was then sent by the government to survey all of the northern section of the state. There had been a previous survey, in 1827, to determine the northern boundary of Indiana and another the following year running the section lines and marking corners. That "government survey" is frequently referred to in descriptions of tracts of land in legal documents. Thomas Brown, a United States surveyor, had located congressional townships in the "ten mile strip" earlier the same year.[2] The Commissioners Court of the county divided New Durham Township on September 4, 1833, and created a new Michigan township.[3]

As the Indians gradually moved westward, settlers began taking up land in the Great Lakes region. All of the United States land offices in the territory were rushed with sales. "Land office business" was a phrase full of meaning. The sales at the office in Crawfordsville, where Trail Creek lands were offered, exceeded those of all land offices in the United States for several years. That land was sold in accordance with the cash law of 1820. As surveys of the Michigan Road were authorized and hopes rose for a harbor in

*Buley, R. C. The Old Northwest is excellent on boundaries.

Indiana on Lake Michigan, interest in "the Michigan City" grew. Three months after a proclamation gave notice of a land sale, an auction was held. There the land was sold in whole, half or quarter section parcels. The amount of acreage purchased could be less than a quarter section if the purchaser paid the cost of the necessary survey. The last land office opened in the district in LaPorte in 1833; it was later moved to Winamac.[4] Because the land along Trail Creek was held by the United States government as a result of the treaty signed with the Indians in 1826, it was sold by the Federal Government and not by the State of Indiana.

Indiana had located its capital in Indianapolis just ten years before Isaac C. Elston bought part of the present site of "the Michigan City" at Crawfordsville in 1830. Elston was well informed on current proposals in the legislature. In 1825 he and two others had bought the present site of Lafayette for $240. He was aware of the surveys mentioned above and saw the possibilities of owning property on Lake Michigan where the Michigan Road would terminate and where the United States government was considering the location of a harbor.

He was not the only purchaser at the time. Joseph Duncan bought 80 acres in the northeast half of section twenty-nine. Elston owned the remainder of that section. Duncan also bought a fraction of the adjoining section thirty. This gave him and his wife a good portion of the Lake beach to the east of the plat laid out by Elston. Later Elston bought both the southwest quarter and the northeast quarter of section thirty-three. The two latter sections were purchased for timber, which could be used for buildings in the future city. There is no local record of Duncan's purchases, and we know of only one visit that he made to the village. Dr. Joseph Chamberlain, physician in the town, wrote to his father, July 23, 1835:*

> Governor Duncan of Illinois owns half this town and he was here lately and laid out a large number of village lots and sold a few which sale amounted to rising of $1400 and on leaving he made me his agent for the transaction of his business. . . .

*Indiana Historical Society Annual Report of 1973-74. Dr. Chamberlain's papers are part of the Archives of the Indiana State Library.

Even though the 80 acres of section twenty-nine included in his plat were marshes near Trail Creek and land rising to the large dunes nearly 150 feet above Lake Michigan, Duncan's plat shows streets with perfect grids and blocks subdivided into 40 and 45 foot lots. His ties with the East were evidenced by the names of his streets: Albany, Ontario, and Toledo. A wide street named Canal, which angled to the northwest of Trail Creek, must have been planned as a major thoroughfare. The Erie and Michigan Canal was to extend from Toledo to Lake Michigan. Duncan probably hoped that the canal would end at the bend of the creek near his Canal Street. On May 10, 1836, Duncan and his wife conveyed title to all of their holdings in Michigan City, with few exceptions, to Robert Dyson and Knowles Taylor of New York for $150,000. Included were 80 acres in section twenty-nine and adjacent lands that totaled 150 acres.[5] Streets in that addition were named for the new purchasers. It seems obvious that both Duncan and Elston were receiving advice from businessmen in the East for they both sold their holdings in that same year. Three months after Duncan had sold his land, a plat map titled "Duncan Addition" appeared in the Michigan City Clerk's Records. Most of Duncan's addition, which is now included in the Zoo and Washington Park, remained undeveloped for years. Yet deeds show that in 1843 the Duncans repurchased those lands for $1 from a New York businessman. One can only guess what plans they might have had!

Jerry Church of Pennsylvania, who saw the Lake at the future town site in the summer of 1830, claimed that his was the first carriage of any kind to come there. He ". . . could not discern another white man within 9 to 12 miles . . . ." Three years later, however, he found ". . . considerable of a town that called itself a city . . ."[6]

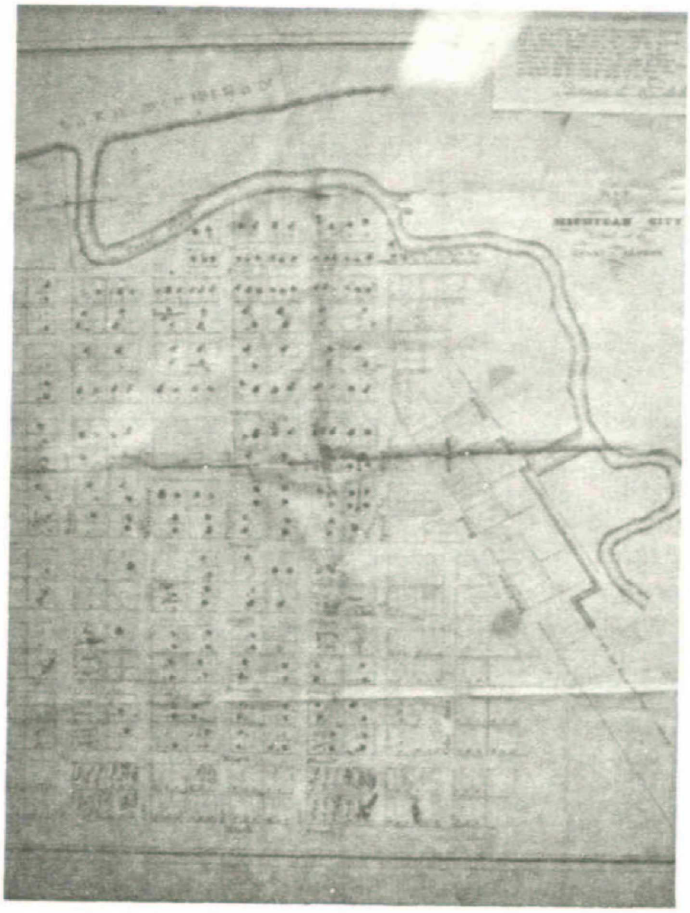
Samuel Miller lived in a cabin at the bend of Trail Creek when Elston came to see the town that he and General Orr had platted sight unseen. Elston found that the Lake shore was not due north of his plat as he had thought. This meant that the Michigan Road would enter the city at an awkward angle and would intersect the lots so that they would be uneven in shape. General Orr suggested that the Michigan Road should make a turn to the west at Spring Street and run parallel to Front Street as far as Wabash. Elston accepted his suggestion and gave him corner Lot 4 in Block 4 to show his appreciation for the idea. The deed was dated 1832.[7] The town plat was slightly tipped so that Franklin Street

ran at an angle of 14° west of true north; side streets crossed at right angles. In this way Hoosier Slide was eliminated from the town development site. The east and west streets ran at right angles to the harbor. Elston obviously was a man of influence, for when he petitioned the State Legislature to alter the route of the Michigan Road to coincide with his streets, the petition was granted. The plat was filed with the commissioners on September 17, 1833.[8] Later adjacent lands were laid parallel to section lines. What Landing calls the "Elston Angle," including the land south of the river to Boston (Tenth) Street, east to Spring, and west to Wabash, can be clearly seen on later maps of the town.[9]

Asa Harper and Joseph Orr of Coolspring Township surveyed Elston's plat for him. Deeds and lists of lots sold in Michigan City before September 18, 1835, show the total sales of lots belonging to Elston to be $21,689. A list of donation lots included:

> Block numbered thirteen in Michigan City is set apart as Public Ground. A strip of ground from Samuel Miller's lot on the creek, east to Water Lot No. 1 and Water Street Lot No. 1 is set apart as Public grounds and landing.
>
> Lot seven Block 12 is set apart as a Public School House Lot Four block 9 is set apart for the use of the Methodist Episcopal Church to build a church upon; one acre of ground on the South East corner of Section 29 is donated to a public Buryal ground. Signed, Isaac C. Elston, Proprietor of Michigan City. Given under Elston's hand and seal this 29th of September A.D. 1835.

The public ground in block number thirteen was later known as the Public Square. It was between Franklin and Washington streets and extended from Fourth Street to Michigan. The public school which was located on the northwest corner of Fourth and Pine streets was known as the Pine Street School or the Ward School. The "Buryal Ground" was on the present site of the Isaac C. Elston Senior High School between Spring, Detroit, and Lafayette streets. It was known as the "old cemetery" as late as 1900. In 1861 the City Council appointed a committee to select and purchase not less than 15 acres for a burying ground.[11] The City purchased 20 acres for Greenwood Cemetery for $500 from Ann E. Sanborn in 1869.[12]



Courtesy Old Lighthouse Museum

ISAAC C. ELSTON'S ORIGINAL PLAT OF MICHIGAN CITY

In 1836 Elston's land in Michigan City was advertised for sale in New York as "The Only Lake Port in Indiana." Eastern investors were interested in "the Michigan City."[13] Elston tells his own story:

> I went to New York as you know and had hardly got quarter in the City Hotel till the speculators were around me. They had seen the lithographs and were keen to buy on credit; or at least, pay a fifth down.

He insisted on cash and finally sold the undivided half to the Michigan City Land Company for $250,000 cash. The company was represented by J. W. Clark and S. Wilkinson of Buffalo, New York; Norman C. Baldwin of Cleveland; and William Teale and David Sprague of Michigan City. The company was dissolved in 1842. Elston continues:

> The company gave me a check for that amount. I drew it out of the bank in rouleaux of American gold, packed it up securely and took it out with me (from New York) to Crawfordsville where I have since built as fine a house as any in the State....The truth is that this (Michigan City) is none of your humbugs, and the place must become of vast importance;..if I had not been a hard money man I should have sold principally on credit, pocketed perhaps $20,000 and taken notes for nearly $500,000 more, of which I should never have received one cent. But my specie currency notions brought me out...when the company get tired of their purchase, if they ever do, I shall be ready to buy it back at a fair discount.

Elston's "fine house" still stands in Crawfordsville - a show place now, as it was then. The Elstons' daughters were Joanna, who became the wife of Governor Henry S. Lane; and Susan who married Lew Wallace, author of Ben Hur. A grandson lived in Michigan City in the early part of the twentieth century while he was connected with the Michigan City Gas and Light Company.

Although he voted in one election, neither Elston nor his wife was present for the real estate transactions. They never lived in the city. Samuel Miller was given power of attorney for the Elstons but the transactions were recorded in Crawfordsville. Miller's story is an interesting one. His grandfather had come from Germany to Virginia and then to Franklin County, Pennsylvania. In 1800 the family moved to Ohio. Nine years later the grandfather organized the first Church of the Brethern in Indiana at Four Mile Creek in Wayne County. The family set free their slaves and, in 1810, moved to Union County. Later they bought land near LaPorte. Samuel was born in 1801; in 1826 he married Elizabeth Kinzie in Chicago. Her mother, Margaret, was married to Jonas Clyburn. One of Margaret's sons, Henly Clyburn, came to LaPorte County with Miriam Benedict. They were the first white settlers in New Durham Township. Another son, Archibald, was associated with Samuel Miller in Chicago. Their Miller House was located near the junction of the north and south branches of the Chicago River. Later Miller obtained a license to operate a second hotel in Chicago. In 1829 Miller and Clyburn were granted a license to operate a ferry near Wolf Creek and were taxed $200 for the privilege. Their tariffs were: "a passenger 6-1/2¢; man and horse 12-1/2¢; horse and wagon 25¢; carriage with horses or oxen 37-1/2¢. Horses, sheep, and goats cost 3¢ each." Miller was on the first Board of Commissioners of Cook County. Shortly after the death of his wife, he left Chicago for Michigan City. There he became associated with Isaac C. Elston and became the "first citizen" of the new town. He was its first real estate broker, first postmaster (1833-1835), and first warehouseman. The first newspaper, the Michigan City Gazette, which had been established by James S. Castle, was purchased by Miller and then leased to James S. Stuart. While he was postmaster, Miller established the weekly mail route to LaPorte which before long became a daily service. He entered politics and was defeated in his race for state representative by C. W. Cathcart. He had married Emily Kimberly in Michigan City and built a mansion for her on what was later called Jernegan Hill. It was at the corner of East Eighth and Walker streets. It was the show place of the area. The mansion was approached through a large arched gateway supported by stone pillars. It stood in the center of an extensive plot of ground with terrace upon terrace to the top of the hill. Nothing in the county was its equal in that day. The story is told that the country boys used to stop on top of the hill and stand on their loads of grain to

get a better view of the estate. Miller died in January, 1844, and was buried in the Old City Cemetery. His grave, along with others in the original cemetery, was later moved to Greenwood Cemetery in Michigan City. His wife, Emily, died November 12, 1869, and was buried in Griffin Cemetery, LaPorte.[14] In 1846 Thomas Jernegan came to the Michigan City News and subsequently purchased the Miller property.

Early Settlers

Judge William P. Andrew, on an inspection trip to "the Michigan City" in 1832, reported that the only building was an uncompleted cabin of logs covered with lapboards, weighted down and kept in place by poles. Robert White of Scipio Township reported that when he came to "the Michigan City" he found two unfinished cabins on the site. Jasper Packard* states that Jacob Furman (according to Oglesbee should be Turman) and Benjamin Bryant built the first cabin on Peck's Corner. It was later the site of the Ames and Holliday Drug Store on the corner of Michigan and Franklin streets. Benjamin Bryant had married a daughter of the widow Benedict; Joseph Turman was Bryant's mother's brother. Oglesbee states, however, that those two carpenters built two cabins near the first bend of the creek on the south bank near Hoosier Slide. One was for Samuel Miller and the other was for Joseph C. Orr who had been in camp on the site with his family. Thompson W. Francis, carpenter, says when he arrived March 13, 1833, there were two residents, Samuel Miller and Joseph C. Orr. Orr, he said, lived in a log house which he used as a sort of hotel for travelers. There were no other accommodations nearer than Bailly's establishment. Charles Butler described the "Hotel" as he found it in July, 1833: "It was a small room, eating room, and sleeping room. In this twelve persons lodged in beds and on the floor, including, of course, the host and his wife."[15] Another visitor to the new town, in 1833, described Hughes, a tavern proprietor, as a "dumpling headed, short legged, tunbellied lump of assumption who would never have exerted himself had it not been for his wife."[16]

A traveler between Detroit and Chicago wrote December 29, 1833:[17]

> A new town and harbor called Michigan City, about thirty miles off the route on the shores of the

*History of LaPorte County, 1876

> lake is fast coming to notice and giving spur to a settlement in these parts. The country is, however, still wild enough and I have a wilder yet to pass before reaching Chicago.

Miller was keeping Elston well informed on the progress of his investments in the new town. A letter dated June 14, 1833, stated:[18]

> All is going on heare in order a greate menny visiters every day. Lots are selling and your town improving. No vessel has arived as yet, but hear was one loded and bound for this place lefte Detroit on the 29 May and I expect her hear every day - you will not forget to forward the Salt you promast - try and have the Lafeatte and trail creek state road opened and improved so as to have travel that way this fall.

Included in the Elston papers are long lists of lots returned to the Proprietor during the years 1836, 1837, and 1839. Business was uncertain everywhere in the country in 1837 and the little Michigan City also felt that business uncertainty.

All of the letters that passed between Samuel Miller and Elston were marked "free," as each had franking privileges - Elston as postmaster of Crawfordsville and Miller, of Michigan City. A letter of June, 1833, informed Elston that Scott had begun a "Cabbin." In January of the following year, James M. Scott entered into an agreement with Elston to build a merchant's mill 1½ miles east of Michigan City, on Trail Creek near the site where Liberty Trail crosses the creek. Elston furnished some of the capital for the venture and, after $1,700 had been invested, they shared the profits. It was, according to Packard, the first grist mill in the township. Patrons brought grain from as far away as Chicago, Rockford, and Galena, Illinois. It was considered one of the best mills in the West at the time. Scott was able to buy wheat at 60 cents a bushel and sell flour for $10 a barrel. Years later Coughlan told Martin Krueger that his cabin had been near the site of Scott's mills which were, at that time, milling both flour and lumber. Coughlan believed that his cabin was on the site of the cabin of Jean Baptiste Point du Sable (circa 1779). The cabin, he said, was located on top of a bluff above a spring on "Cheney Brook."

Courtesy Old Lighthouse Museum

EARLY MILL DAM NEAR MICHIGAN CITY

Charles Vail had built a saw mill on the north branch of Trail Creek in 1832. John Walker built another saw mill, in 1834, near the Trail Creek crossing of East Michigan Boulevard beyond the present city limits. Walker's mill was near the site of the Roeske Mill, built several years later. The County abounded in fine timber which was so much in demand for building in the new communities. The numerous streams feeding into Trail Creek and the Little Calumet were sites of many other fine mills. Arba Heald had a saw mill, and later a grist mill, at the crossing of Spring Creek (a branch of the Little Calumet) near Westville. Jacob (sometimes written Josia or Joseph) Bryant built a combination grist and saw mill farther east on Spring Creek at the headwaters of the Little Calumet in 1833. The mill was later operated by Emil Rotzien of Holmesville and continued in operation as a water-powered mill as late as 1955. Aaron Stanton had a grist mill on Clear Creek in the upper valley of Trail Creek at Goldring Road near Waterford. The first saw mill at Waterford was built by Nathan Johnson on property originally owned by John Walker. The planks for the road between Michigan City and LaPorte were probably sawed at that mill. The ownership of the property changed several times after it was deeded to Otis E. Bowen. A grist mill and a distillery are reported to have operated there at various times. After the mill burned, Casper Kuhn erected a new building and operated a grist mill at the site until about 1910.[19]*

According to Clarence Monahan's memories of Trail Creek,** the little settlement of Log City was more important than the one at Michigan City when Turman and Bryant built the first cabins in that place. Log City was in the southwest corner of Section Twenty-five, one-half mile north of the Old Indian Boundary line. In 1834 there were five log houses, a cooper shop, a brick yard, and some charcoal furnaces. The brick yard was run by a man named Curry or Currie. A little south of Log City was a clearing where logs had been cut and made into charcoal by a man named Newman. He hauled it to LaPorte by ox team. The charcoal was used to smelt "bog ore" hauled from the Kankakee marshes. Later most

*Research on deeds to property conducted by Matthew Carver-Kubik.

**Recounted in an interview with G. C. Calvert.

of that bog pig iron was hauled from LaPorte to Michigan City to be loaded on boats bound for Buffalo, New York.

Thompson Francis said he built the first frame house, the first hotel, the first school, and the first church in Michigan City. That first house could have been the one constructed for Samuel Webster who had been deeded a lot by Elston if he would build a house on it. Francis later held title to lots on the east side of Pine Street at the corner of Fourth and other property at the corner of Michigan Street. As soon as he came of age, he acquired government land in section twenty-two. Francis recalled that Orr "lived first in a log house which stood on the present (1876) site of Ames and Holliday's Drug store (on the corner of Michigan and Franklin) which he used for a sort of hotel, and where many a traveler found rest and refreshment though the surroundings were somewhat rude." Thompson Francis married Esther, daughter of Captain John Francis of Augusta, Maine, who had come to the new city in 1836. John Francis was mayor of Michigan City from 1840-1843. Thompson and Esther Francis' son, Harry H., founded the Michigan City Dispatch.[21]

"Squire" Flint and his family claimed to have been the third to settle in Michigan City. Their daughter (later Mrs. W. F. Miller) was five years old when they came in October, 1833. She remembered that the only frame house in the town had been built for Samuel Webster. There were no streets, only paths from house to house. She had memories of playing with Indian children who had come down the Lake shore with their parents. They had brought birch baskets of cranberries, maple sugar, furs, and handwork which they exchanged for products from local inhabitants.

Charles Cleaver described Michigan City as he saw it when he spent a night in a tavern in October, 1833:[22] "the buildings consisted of one small brick tavern, a frame one opposite, a blacksmith shop and half a dozen houses, built in, on, above and below the sand ....It then contained probably about fifty inhabitants." This is the first mention of a brick building. Bricks were made by James V. Hopkins as

early as 1833 in his yard near Springville. Samuel Flint had a brick yard in the village of Michigan City the following year.

The site of the first house - or cabin - has been variously located in accounts of early inhabitants. There is a marker on the Citizens Bank corner at Fifth and Franklin streets stating that it was the site of the first cabin in Michigan City. It seems a fact that the two log cabins at the bend of the harbor, owned by Miller and Orr, were the first shelters for permanent residents. There was more than one "Peck's Corner."* Thompson Francis, in his memoirs, located Pecks Corner at Michigan and Franklin. On September 21, 1835, Peck and Cole were deeded Lot Seven in the northeast half of Block Three at Front and Washington. Major Peck had a home on the northwest corner of Second and Pine across from the lumber yard. He later owned property at the corner of Fifth and Franklin. It seems logical that the first house or cabin would have been near the harbor - either on the old Michigan Road or on Front Street, then the main street of the town. Thus, the location of the first dwelling is left in doubt.

Samuel Miller erected a warehouse on the site of his first cabin near the bend of the harbor. He became a forwarding and commission man and a dealer in wheat. He had great influence in promoting investments in Michigan City property, not only as a representative for Isaac C. Elston, but after Elston had sold his interests there.

Miller wrote, July 20, 1834.[23]

> improvement you would hardely believe the fact was it told you; - there are to my knollege upwards of thirty bildings of one kind or other now Raised in the city and upwards of fifty more that I know of that will be Bilt the ensuing season....by the time you arrive to see us have a warehouse Raised 30 to 60 feet 3 story high two above ground and 1 under.

*G. C. Calvert researched the various "Peck's Corners."

One of the "improvements" was a tannery which Joseph C. Orr had erected south of the harbor during that year. He divided his time between the operation of his tavern and his tannery. Debre Brothers were other early tanners in the town, as were Abbott Bour and Company. The first tannery was probably below the first sizeable hill near Sixth or Seventh Street. Later the industry was moved out of town to "tannery hill" at Washington and Green streets.

A governor's writ in 1832 had given notice of an election to be held in April to divide LaPorte County into two districts. Fifty-five votes were cast, of which twenty-five were in the west district where Michigan City was located. There were six locations competing for the county seat: Lac du Chemin (Hudson Lake), Door Village, Bootjack, Springville, LaPorte, and Michigan City. The first four were not considered. Rivalry between LaPorte and Michigan City was keen. Men from LaPorte out-numbered those from Michigan City. Upon vote of those men, LaPorte became the county seat. Their strongest argument was that their location was preferable because of its central location in the county.[24] As one pioneer recounted:

> again the locality of LaPorte was much more inviting that that of Michigan City. The latter place at that time was rather forbidding, being comparatively low and swampy and mostly covered with pine trees....

The question continued to be a source of argument in 1847 when a contract for a new building was let. In 1859 Michigan City attempted to have a new county formed with Michigan City as the county seat.* The attempt was unsuccessful. The present county building in LaPorte was erected in 1892.

During the September, 1833, term of the County Cmmissioners' Court, Elijah Casteel was issued a license to keep a grocery in Michigan City; the fee was $5.[25] His grocery was on lot three of Block Four opposite the Miller cabin, store, and warehouse near the creek. Casteel remained only a short time. . In 1835 he set up a saw mill and home on

*This was to be called Linn County.

Coffee Creek at the present site of Chesterton.

An election was held September, 1833, in Michigan Township at the home of Joseph Orr for the purpose of electing a Justice of the Peace.[26] The following men cast votes in the election:

> Elijah Casteel, Willie Hughes, James Laughlin, George Olinger, Joseph C. Orr, James Knaggs, I.C. Elston, William Conant, J. Bartholomew, Amos Dyer, Squire Clark, Eliakim Ashton, Samuel Masterson, Peter Ritter, Silas Gregory, B. Sims, James Waddle, Gilbert Baldwin, Caleb Nichols and Samuel Olinger.

Joseph C. Orr was Inspector and James Laughlin and Willie Hughes were Judges. Samuel Olinger received twelve votes and James M. Scott, eight. It was in that year that a Congregational minister, visiting the spot, described Michigan City as "a little cluster of log cabins in a sandy beach beside a very high hill."

In December of 1834, Miller wrote Elston urging him to promote the harbor in Congress and to bring about the appointment of a commissioner to locate the "Lafayette Road" with Michigan City as a terminus. He also suggested the importance of having a railroad from Lake Erie to Lake Michigan with its terminus at Michigan City. He informed Elston that many new buildings were being erected and that the stage was running through Michigan City three times each week. The Post Office, which was in Miller's store, reported receipts amounting to $11.33 up to March 31, 1834.

The following persons signed as residents in support of applications for business licenses in that year:*

> Benjamin Sailor, William Teall, David Sprague, Elijah Casteel, John Mather, George Bernard, William Holmes, Jr., Michael A. Billings, T. A. Holmes, J. Sherwood, Thomas Thornburgh, George Olinger, Eli Hendricks,

*Oglesbee, Rollo B. and Albert Hale History of Michigan City, Indiana p. 100

W. S. Clark, Alden Clark, Samuel Olinger, David Y. Bond, Willis Hughes, Anthony Torbett, Samuel Flint, William Consalus, Samuel Weston, James Dogue, Thompson Francis, Lemuel G. Jackson, William Downing, Joseph C. Orr, Samuel Miller, J. Barnett, James Laughlin, Abraham Balser, I. C. Elston, J. D. Holmes, Henry Thompson, Daniel Hall, H. C. Fisher, Alexander Frasier, John G. Forbes, Harrison (or Morrison), R. C. Inman, James Waddell, Sam Haviland, William Eaton, Oren Gould, Sanford Edwards, Henry Quick, H. S. Finley, Jeremiah Bartholomew, Jesse Pinn, Aylmer J. Conry and Asa Harper.

Those early businessmen were doing well financially during the first years in the new town. William Teall did $13,000 worth of business in a little over a year. The total trade for the month of June, 1835, amounted to $400,000. A boom period was in the making. A second warehouse was constructed by William Teall, James Forrester, and David Sprague. Teall and Sprague later became the proprietors of the stage which was operating between Chicago and Michigan City. Licenses were issued by the commissioners, in 1834, for two taverns -one for Benjamin Sailor (or Salor) and one for Samuel Olinger. The grocers were Abraham Balser, Abram Baker, Daniel Lacey, and Alexander Frasier, Samuel Flint, George Selkert, William Teall, and Brown and Haas. James Forrester, F. P. Harrison, and Samuel Miller were other merchants in 1835. Charles Tryon opened a blacksmith shop and Reynolds Couden was a tinner who later became a hardware merchant. Late that same year Lofland and Taylor opened a hotel near the wharf and Hiram Inman built the Stockton House on Pine Street near the school. Eight other hotels followed in quick succession.

Other new residents, who played important roles in the early development of the town, were George Ames and Leonard Woods who arrived from the East in 1834. M. Romel came from Germany the following year. Another German family was A. A. Voight and his five sons. Amos Parker, in his Trip to the West and Texas published in Boston, 1836, mentioned that he passed Michigan City on a trip by boat (the "Philip") from

Saint Joseph, Michigan, to Chicago. There was no harbor at Michigan City, he said, but he could see twenty or thirty houses and twelve stores among the sand hills, as they passed by. By that time Deacon W. Peck, W. W. Higgins, Judge Inman, Abijah and Jacob Bigelow, David Burr, Benjamin James, W. Moody, Allen James, Robert Stewart, and C. Blair had arrived. Other early citizens were Samuel Dresden, Samuel Booth, Walter Offley Leeds, H. M. Hopkins, and Simon Ritter. Simon Ritter's daughter, Elizabeth, married Gallatin Ashton whose son, Lyman B., became important in the development of the town.

Several descriptions of the town left by visitors of the day give an idea of life in the place. Abijah Bigelow, the only Revolutionary War veteran known to be buried in Greenwood Cemetery, came with his daughter, Lucy, and her husband Herbert Williams. Their daughter, Ellen Wiliams Haddock, recorded events of their trip from New England. They left for the new west in 1836 by way of the Erie Canal to Buffalo, where they took a boat across Lake Erie to Detroit. The trip from Detroit to Michigan City took nine days by horse and wagon. They stayed with her Uncle Jacob and his wife in their cottage on East Michigan near Franklin Street. They had to wait some time for their household goods to arrive before they moved to a farm 20 miles south between Haskells and Wanatah. There Williams and young Abijah built a grist mill on Hog Creek.[28] In 1848 they moved to Michigan City where Williams later became assessor, tax collector, school trustee, and church treasurer. Their home was on the southwest corner of Tenth and Washington streets. It was later torn down to make way for an apartment building. Before her marriage, Ellen Williams was a teacher in a private school in Michigan City. She died in 1890. She wrote a description of the little town as her mother remembered it.[29]

> This small village situated at the mouth of Trail Creek and nearly at the southern extremity of the majestic Lake Michigan....was bought from Congress at $1.25 an acre by Isaac C. Elston of Crawfordsville...It is settled by persons from the northern and middle states principally, there are, however,

> a few from the southern....if successful (being the only town belonging to Indiana which is situated on the lake shore) bids fair to become before long, if not the superiour at least the equal of Chicago in point of commercial importance, as well as in number of inhabitants.
>
> Much cannot be said for the beauty of the place for on every side of us are the most barren looking sand hills, which, however serve for the purpose of sheltering us from the cold and cutting winds, which blow almost constantly from the lake. There are at present three large four-story warehouses, twenty stores, and three groceries; there is a printing office in operation and a paper is published weekly. Although Michigan City is rapidly increasing in population, yet unfortunately there is but little unanimity of feeling amongst the inhabitants, which is the worst thing that can happen in a small settlement particularly in its infancy. The soil of the place is sandy and not very fertile.

By 1836 the town covered an area of 15 square miles and boasted a population of 1,500. It was, in area, one of the largest towns in the United States at the time. The extent of its boundaries indicated that its citizens believed that Michigan City was destined to become the leading port on the Lake. About half of the territory included within its boundaries was under the waters of Lake Michigan.[30] The city was incorporated by a charter granted February 8, 1836. That was the same year that Elston's remaining holdings were sold to the Michigan City Land Company. Additional plats, filed soon after the incorporation, were: Burr's Addition (no date given), West Addition (1836), East Addition (date not given), Miller's Addition (probably 1837), Duncan's Addition (1836), Orr and Cobb Addition (1838), and Michigan City Land Company Addition Water lots (1841).[31]

During the year of incorporation, the Lake House* was built on the northwest corner of Second and Franklin streets. Other hotels were the Mansion House on Front Street, the City Hotel, the Exchange Hotel (on Sherman's corner), Farmer's Hotel at Fifth and Pine streets, the Washington House, and the Western Hotel. The Western was near the present site of the Indiana State Prison. It was a way station on the stage route between Detroit and Chicago. The stage came from the East down the Michigan Road to Boston (Tenth Street) and proceeded down Tenth into the Michigan Territorial Road to the Western Hotel. G. C. Calvert believes that Chauncey and Lyman Blair might have stayed at the Western Hotel when they arrived in Michigan City.

The town was a busy place, with wagons arriving in large numbers from as far south as the Wabash River. An account by a pioneer gives a picture of those times:[32]

> When a small boy I used to go with my father on a load of grain to Michigan City....often three and four hundred wagon loads would come to Michigan City in a day. A long line of wagons would be ahead of us waiting their turn to unload, but two wagons could be unloaded at a time.

Many of those wagons would carry merchandise from the stores along Front and Franklin streets to their home neighborhoods for retailing. Harriet Martineau, the English novelist who traveled by stage from Detroit through Michigan, Door Prairie, and LaPorte enroute to Chicago, left an interesting description of her trip to Michigan City in 1836:[33]

> Such a city as this was surely never before seen. It is three years since it was begun: and it is said to have fifteen hundred inhabitants; it is cut

*It was on the balcony of that hotel that Dr. Sherman's wife was killed by a Fourth of July (1864) rocket during a parade up the main street (Franklin). She left two little girls - Harriet, who later became Mrs. VanPelt, and Nan who became Mrs. Jernegan.

out of the forest, and curiously interspersed with little swamps, which we no doubt saw in their worst condition after heavy rains; a large area was half cleared; the finished stores were scattered about; and the streets were littered with stumps ... an appropriation has been made by the government for a harbour; the two piers are to be built out beyond the sand, as far as the clay soil of the lake ...

Our supper of young pork, good bread, preserves and tea was served at two tables, where the gentlemen were in proportion to the ladies ten to one. In such a place, there is a large proportion of young men who are to go back for wives when they have gathered a few other comforts about them.

Immediately after supper we went for a walk ... an elegant little schooner, the "Sea Serpent" of Chicago, was stranded ... we walked briskly home beside a shiny sea, with a half grown moon above us riding high. Then came the struggling for a room to lie down, for sheets and fresh water. The principal range of chambers could have been of no manner of use to us in their present state. There were, I think, thirty, in one range along a passage. A small bed stood in the middle of each, made up for use, but the walls were as yet only scantily lathed, without plaster; so that everything was visible along the whole row. They must have been designed for persons who cannot see through a ladder.

When I arose at daybreak, I found myself stiff with cold; no wonder, the window close to my head, had lost a pane. I think the business of perambulating glazier might be a very profitable one, in most parts of the United States.

On July Fourth the "Sea Serpent" of Chicago, mentioned by Miss Martineau, had been towed and dragged into the creek well past its first bend, by an enthusiastic crowd. They were celebrating the passage of the first Federal appropriation for the new harbor. Packard describes the occasion:[34]

> a barrel of whisky was rolled out and set up on end. Then the head was knocked in, a nail driven partly in the side, and a tin cup was hung on it, when every man halped himself, and it may be presumed that no one failed to partake to his full share of the liquid.

Before harbor improvements were made, vessels had to anchor beyond the shore and passengers and goods were brought in by lighters. The first cargo of salt had been brought in by James Forrester on the schooner "Post Boy." Warehouses were built by Hobart, Moore, Burr, Sleight,* Gould, Jacob R. Wells, and C. B. Blair. The latter had his own pier on the east side of the harbor; later the Barker pier was on the west side. There were then twelve dry goods stores, a hardware store belonging to George and Fisher Ames, and a stove and iron shop established by Reynolds. One of the best stores was kept by Jacob Carter and his cousin, John Barker, who had arrived from Ohio in 1836. The diary of James McAdoo, who arrived in Michigan City in September of the same year, gives a more favorable impression than Harriet Martineau's account. He had come by boat up the Hudson, by canal to Buffalo, by boat to Toledo, stage to Niles, and horseback through Michigan City to Chicago. He describes the town as having nearly two thousand inhabitants. He said it pleased him the most of any of the western towns he had seen. He returned to Michigan City in January of the following year and purchased a store. He then went again to New York to buy his supplies and soon set up business in the thriving little town.[35]

Michigan City was fast becoming "civilized." Robert Cisene came over from Bootjack to play the fiddle for dances. He was the only fiddler for miles around. Gallatin Ashton had become a teacher in the first school that Thompson Francis had built on Elston's donation site. That school building was also used as a church by members of the First Trinity Episcopal congregation. At that time services were being conducted by missionary bishops.

*Henry Sleight was born in Michigan City in 1840. His father's family came to Michigan City from Poughkeepsie, New York.

That congregation later built the first church building in the town (1836). The Reverend Mr. James Armstrong of Door Village had preached to the Methodists of the community on several occasions. Two years after the Episcopalians had established their church, the Methodists built theirs on the site that Elston had donated for that purpose. The Methodist church was also used as the first meeting place for the City Council.[36] There was an organization meeting for the Congregational Church in 1835, but it was not until 1841, when Willys Peck was chairman of the meeting, that the First Congregational Church of Michigan City was organized. The Reverend Mr. James Towner was its pastor. The First Baptist Church of Michigan City organized in 1837 but did not meet again until 1853 - probably at the home of Mrs. Walter Leeds.*

Jabez R. Wells had opened a law office and Samuel Olinger had been elected the first Justice of the Peace; Samuel Flint and Benjamin Woodard served after him. There was a weekly newspaper, the first in the county, called the Michigan City Gazette. Dr. J. W. Chamberlain and Dr. Lee H. T. Maxson were practicing medicine next door to each other in the Mansion House. Dr. Chamberlain wrote to his father in Livingston County, New York, July 23, 1835:[37]

> . . . so many people are coming to Michigan City that one half could not get entertainment (food and lodging) and it prevailed to such an extent as to almost breed famine . . . it has been uncommonly healthy . . . and consequently I have not been in very great demand.

He added that he had not been able to get an appointment as postmaster, although he had been recommended by United States Senator, John Tipton. The doctor claimed the credit for encouraging Castle to bring his presses from Utica, New York, to begin publication of the Gazette. In June, 1838, he wrote that the hard times had "struck him" and that he would move to Rock Island, Illinois, if he could get his affairs in Michigan City settled. By 1841 he was married and settled in Leesburg, Indiana.**

*History of schools, churches and newspapers is included in Chapter 5.

**See Footnote on Page 72.

Incorporation

Following the incorporation by charter in 1836, Willys Peck was elected the first mayor.* At that time each incorporated town in Indiana had a special act or charter. Those acts contained as many as thirty specific grants of power. The principal duties of the city government included the maintenance of order and the building and repair of streets. The new charter for Michigan City was typical. It provided for a city Board of Health to be composed of three persons, with a "health physician" to visit the sick and make reports to the city. One of his duties was to examine every person arriving on incoming ships. Early reports of the Council show that a bill was allowed to Dr. Chamberlain for treating a pauper at the Mansion House. At the first meeting of the Common Council on April 12, 1836, they elected a City Treasurer, Attorney, Packer, Inspectors of Wheat, Gaugers and Sealers of Weights and Measures, Street Commissioner, High Constable, Clerk of the Market, Collector, Pound Master, Chief and Assistant Engineers, Printer, Inspectors and Measurers of Wood, Fire Wardens, and a Harbor Master.[38] Improvements were to be made on the streets:

> ....by the removal of brush and timber between Wabash on the west, Michigan Road on the east; Eighth Street on the south and Michigan Street on the north. Wabash....to be grubbed and turnpiked 60 feet wide from the north side of Eighth to the stream commonly called the Branch. Washington ....to be grubbed and turnpiked 52-1/2 feet wide; Franklin St. 52-1/2 feet wide; Pine 42 feet wide; Spring 42 feet wide, and Cedar 42 feet wide from Eighth Street to the south side of Market.

The Clerk's Records pointed out the need for drainage of both Pine and Market streets.[39] There were several early ordinances regulating the running at large of hogs in the streets. A pound was established for any such animals caught. The owner was obliged to pay 50 cents to reclaim any animal he might have lost in this way. Later the fee was reduced to 25 cents.

*Mayors of Michigan City appear in Appendix I.

Fire was an ever-present danger in frontier towns that were built largely of wood. Fire regulations were described in great detail in the early Clerk's Records.[40]

> All dwellings, stores, mechanics, shops and warehouses within the corporation are required 1) one ladder for each building from the eaves to the ground with iron hooks at the eaves; one ladder from eaves to ridge; 2) fire buckets (not more than one a building to be of tin or leather. One bucket for additional building). Stove pipes must be conducted into brick or stone unless the mayor or two aldermen make an exception. A volunteer fire department to be established May 12, 1837 members to be paid 50¢ per month and exempt from paying taxes.

It was further prohibited to carry live coals through the streets unless the container were covered. There was a fine of $1 for breaking the Ordinance. By an ordinance of September 17, 1836, the Council had established a fund to build an engine house for the fire engine. It was to be located on the square opposite the post office. Another early ordinance prohibited horse racing within the city limits.

According to Mrs. Gallaher, at this time Indians came freely to the homes of the settlers but "never molested them in any way either in person or in property." Her grandmother always fed them when they came. She told her granddaughter that on one occasion, when she gave them bread and butter, the braves carefully removed the butter with their scalping knives and applied it to their moccasins.

Galathia Gorden, who claimed to be the first child born in Michigan City, said that he was born on the site of the old Michigan Central Depot (north of the tracks) on January 3, 1837, and that he remembered running races with Indian children, when he was a child. Galathia's father had come to the site of Michigan City in 1830, but returned to Muncietown (Muncie, Indiana). He said that his father came back with Elston and assisted in platting the town. We have no evidence of that claim. Galathia said that his father's marriage to Sara Ann Quick was the first in Michigan City, the ceremony having been performed by a traveling minister.

Galathia was the eldest of the four children born to the union. One of his sisters was Martha (Mrs. Alden) Stalnaker of Michigan City. In 1859 Galathia married Mary Ann Cope, who deserted him while he was serving in the Union Army. He divorced her and married Marie Anne Coffman on August 17, 1883. The documents showing his enlistment, in 1862, in the 73rd Indiana Volunteers, and papers relating to his disability pension, after his discharge in 1865, are in the archives of the Old Lighthouse Museum. Gorden said that he lived all of his life in Michigan City except for the time in the army and seven years he lived at Weldon Creek, Michigan. He was a commercial fisherman and later a railroad crossing tender both for the Michigan Central and Monon railroads. He retired from that job at the age of seventy-five. He died August 31, 1923. He was a charter member of the Salvation Army and continued as a member for more than thirty years.

The Panic of 1837 had its effect on the little boom town of Michigan City. Hiram Wheeler moved his business to Saint Joseph, Michigan. As he said: "Michigan City is a dead town." Those who had been paying high prices for pork could, in 1838, buy 100 pounds of pork for $6 and wheat sold in Chicago for 25 cents a bushel.[41] The LaPorte Herald of January 11, 1839, advertised that the General Merchandising business of Abraham R. Lyston of Michigan City was for sale. The Michigan City Gazette suspended publication. Land values were falling and sheriff's sales were frequent. In 1839 lots in Orr's subdivision were disposed of; and Joseph C. Orr lost 960 acres of good land near Michigan City by putting it up as a security for others in town. He left town for a location in Wisconsin. The population had declined during those years to less than a thousand. L. A. Viele wrote from Michigan City to his brother in Fort Madison, Wisconsin Territory December 19, 1837:[42]

> ....Business in Michigan City is dull. Was it not for the money from the Banks in Michigan should have little or none in circulation here. Have sold since we have been here up to the first of the present month about $15,000 worth of goods - have credited about some considerable and find it very difficult to collect anything on outstanding debts. Douglass bought when east in August and September last between 5 and 6,000 dollars worth of Goods principally Groceries, no Dry Goods of any amount....Dry goods sell very slow.

He expressed the feeling that there must be a better place for his business - perhaps Saint Louis.

The following Forwarding and Commission businesses had survived the years 1836-1841: E. Folsom and Company, William S. Clark, C. B. and Lyman Blair, and Goodhue and McAdoo. This was probably the James McAdoo mentioned previously. Merchants for those years were: Viele and Brothers (at the Ames corner), A. Chittenden succeeded by C. B. Blair, Shedd and Turner, Carter and Barker, McKnight and Company, James McAdoo, Fisher Ames and Company, and Harvey Truesdell. Ames and Holliday had a drug store and Cole, Peck and Company had a sheet iron and stove business. Wheat was selling for 50 cents a bushel, corn for 25 cents, oats for 20 cents, and pork and beef were approximately $3 a hundred weight. Although the Panic of 1837 had slowed the growth of the town, the population had reached 1,500 by 1840. During this time, Waterford was a thriving little community. There were as many as five cooperage shops making barrels for John Butterworth's distillery there. He was using fifty barrels a day. The Blair Brothers, in Michigan City, were using most of the rest in their packing plants.[43] W. W. Higgins wrote to Gideon Higgins that the Burr's Hotel had been converted to an academy and that, in four months, there were eighty students enrolled. This may well have been a reference to the Michigan City Institute, opened at the corner of Boston and Franklin streets in 1838.

The little town needed a bank for credit for the purchase of wheat at the harbor and for the general exchange of other commodities. The Second State Bank of Indiana issued a charter for a branch bank in Michigan City in 1839. A City Ordinance granted certain lands on the southeast corner of Washington and Front streets for its location in a brick building there. Its president was William Clark and the cashier was D. D. Collamer. Among its directors was John B. Niles of LaPorte, who served as attorney. The bank was beset with difficulties because of the inflation of currency during the land boom. The LaPorte Herald wrote frequent criticisms of the bank. When the governor of the state appealed for aid from branch banks to help fill the depleted Treasury during the Mexican War, the Michigan City branch was one of four in the state which failed to respond.[44] Although it was able to operate successfully, its charter was not renewed and it was voluntarily liquidated in 1858.*

*History of Banking in Chapter 4.

The thriving little town took its politics seriously. Mr. Monahan remembered one parade during the Van Buren-Harrison campaign when two log cabins were hauled on two trucks - one drawn by twenty-four oxen and the other by twenty-four horses to represent the twenty-four states of the union. They were escorted by twenty-four girls and twenty-four boys on horseback. Everything in the parade and along the route was decorated in red, white, and blue.[45] The Michigan City Gazette of April 15, 1840, proclaimed a Whig victory in the city:

> Yesterday was a proud day for the friends of Harrison and Reform in this city. At an early hour, before the opening of the polls, the Brig Constitution passed through our streets appropriately decorated with banners and mottoes, and manned by a hardy set of brave Whig tars, under the command of Mr. James P. Pendill. From the foremast streamed the broad banner of "William H. Harrison" and from the mainmast streamed the flag bearing the motto "Harrison and Tyler." At the stern of the brig was a flag bearing the words, "United We Stand, Divided We Fall." "Go the straight ticket." The stars and stripes waved proudly over all, and as the brig passed through our streets, the citizens sent up a long and loud huzza whilst the brass band enlivened the scene by the various tunes which they played on board the brig in the true Whig spirit....
>
> The entire Whig ticket was elected by handsome majorities. The following is the ticket: Mayor, John Francis; Recorder, William H. Goodhue; Aldermen, Chauncey Blair, James McAdoo, George R. Selkirk, Daniel E. Gurney, Reynolds Couden; Treasurer, Fisher Ames; Assessors: Horace Burr, Willys Peck, Henry Carter; Collector, Joshua S. McDowell; Constable, Joshua McDowell. Let us keep the ball in motion.

Wild game was plentiful in those days. Addison Phillips, who arrived in 1842, said he was held up by a pack of wolves on the hill where M. T. Krueger's old residence stood - later the site of Eastport School on East Michigan Boulevard. Deer, prairie chicken, and geese were numerous.

Charles Freeman once shot a deer at the very top of Hoosier Slide. You could buy wild geese in the market for a shilling a piece; prairie hens for 50 cents a dozen, or quails for 50 cents a half bushel. Venison was no treat at all, and could hardly be sold on the market.[46] Christopher Kimball remembered his hunting experiences:[47]

> In 1849 when I came with my father to Michigan City there were more Indians than whites there. They had their wigwams in a hollow among the sand hills near the river....In those days everyone hunted. I have killed ducks and geese, prairie chickens, wild turkey, coon, fox, wild cats and a great many deer and bears. I made the first payment on the house where I live from the sale of furs. Three buck skins and seven mink skins brought $100; fox skins $2.50 for each hide and $5.00 for bounty. I sold my furs to John Young.
>
> The most interesting hunt I ever had was with my brother in 1857 near Michigan City....We started from Michigan City at seven o'clock and before we got three miles out we saw twenty deer across the road....Occasionally we would hunt in canoe after dark....we were burning a bunch of cooper's shavings for light. From behind the sycamore tree stepped a deer. The Frenchman shot and the deer dropped right in his tracks...in the late '70's when there were but a few deer left, Jacob Schroeder and I went out to get another deer if possible before they were entirely gone...I saw a deer coming down the road; I gave him one shot and he went into the ditch....I soon flushed a number of partridges, killing four. I now had the deer, four partridges and a goose which was load enough for any man to carry eight miles;...among my last trophies is the mounted head of a large buck that I killed about 1872, three miles south of Michigan City....I am a blacksmith by trade but always found time to hunt. In 1875 I caught thirty-nine foxes in six weeks and killed at different times about a half dozen wildcats. In the early winter of 1876 my partner and I shot forty-six deer, one cub bear and seventeen coons in forty-two days near Fennville, Michigan....among the men who hunted

with me those days were Charley Kimball, Joseph Hill, Isaac Riley, Billie Alexander, Jacob Schroeder and Thomas Donnelly.

The political views of the settlers of northern Indiana were typical of the New West of the day. Their heroes were Clay and Jackson. Generally they argued about the National Bank, the high tariff, and internal improvements. An occasion for great celebration was Muster Day. All of the men between the ages of eighteen and forty-five were enrolled in the militia. They came together on Muster Day to receive instruction on military tactics and to drill. Many of them were without firearms and used cornstalks in lieu of guns. They were known as the "cornstalk militia."

The Village Becomes a Town

During the years following 1840, Michigan City was involved in the building and improving of streets, sidewalks and alleys. An Ordinance, in July 1840, provided that Sixth Street be grubbed and turnpiked between Washington and Franklin streets. Sidewalks were built on both sides of Franklin Street and cross walks were provided. In 1850 Franklin Street was graded and planked the full length. That plank road eventually extended to LaPorte. A second plank road was laid to Springville. There was a toll gate on South Franklin Street at Barker Avenue for the Southern Plank Road and there was one on East Michigan near the Trail Creek crossing.

The discovery of gold in California and the development of the Oregon Country lured many Indiana families to the Far West. Letters appeared in local papers from residents whose friends and relatives were urging them to come West. Editorials appeared in the LaPorte Whig[48] warning residents of the county not to leave for the doubtful advantages of Oregon. In January, 1849, a notice of a meeting appeared in the Whig inviting all those interested in going to California to attend the meeting with their friends.[49] In March about thirty-five left LaPorte for that place.

In spite of the excitement about moving west, town business continued as usual. An Ordinance, in 1841, ordered a public well to be dug near the center of Michigan Street on the west side of Franklin. A town pump was installed at Fourth and Franklin along Fish Lake Creek. That creek rose

at Fish Lake, west of the present entrance to Mount Baldy in the Indiana Dunes National Lake Shore, and entered the city limits at Sheridan Street. It ran through lots on Tenth Street to Grant Avenue, across Tenth to Seventh, and angled to the rear of 231 Willard Avenue. According to the Clerk's Records, the city altered the creek's course in 1839 so that it "proceeded to Washington, southeast to Franklin, crossing Franklin at Fourth to Pine Street where it crossed at the Bridge, flowed through the alley to Spring where it crossed...Michigan Road." It entered Trail Creek north of Michigan Road near Center Street.[50] According to Pearl S. Krueger[51] there was, some time later, a large pasture which ran from Fish Lake to Sheridan Street. West siders could rent pasture for $1 a month per cow. In the spring and fall the lake and marsh, which extended over 300 acres, were covered with wild ducks and geese. Many fine houses were built along the banks of the creek with ornate bridges leading to their beautifully landscaped gardens. Annie Hopkins commented that it was a great breeding ground for mosquitoes, and malaria became a problem. She told the story of an Episcopal minister, who came from Valparaiso to conduct services in Michigan City; he always kept his umbrella up, rain or shine, to ward off malaria.

In January of 1842, the Michigan City Charter was amended to provide ordinances for the following;[52]

> Prevent obstruction in the waters of said city which are public highways. Prevent forestalling and regrating. Prevent sale of liquors to minors or Indians. Regulate and prohibit shows, curiosities, circuses, ventriloquists. Prohibit nuisances from any unwholesome or nauseous house such as stable, soap factory, tannery, etc. Prevent racing and immoderate riding or driving in streets. Regulate gunpowder and use of light and candles in barns and stables. Regulate times and places of bathing in creeks, harbor, canals. Prevent rolling of hoops, playing at balls, flying of kites, or other amusement which might frighten teams of horses. Regulate gauging, place and manner of selling and weighing hay, of selling pickles and other fish and provisions, and of selling and measuring wood and provisions, lime, and coal and to appoint suitable persons to superintend and conduct same. Regulate the quality

and assize of bread. Cause owners of dwellings to have scuttles on roofs and stairs and ladders leading thereto. To prescribe the dimensions of chimneys so as to admit chimney sweeps to sweep and clean the same. To keep one or more markets, city prison and city hall. Issue licenses for coaches and carriages which may be for hire.

In 1856 three cisterns were dug: one at the crossing of Pine and Market (Fifth), one at the corner of Second and Franklin, and a third at the intersection of Michigan and Pine. The following year permission was given to lay water pipes to supply the water for the control of fires. It was agreed to lay water pipe to any and all fire cisterns along the line of said pipes.[53]

In 1851 a petition was presented to the City Council requesting the sale of the Public Square, but no action was taken. Five years later the Council had trees planted in the Square. Two years later a board fence was erected on the east side of Washington between Michigan and Fourth streets. An Ordinance, in 1856, had prohibited the erection of wooden buildings on the east half of Blocks Three and Eight and the west half of Blocks Two and Nine of the Elston survey.[54]

Amendments to the original charter changed the election and tax laws. By ordinance, the city was divided into three wards.[55] That same year (1842), the original charter was surrendered in favor of the Act of Incorporation of Cities, which had been passed by the General Assembly on March 9th. A city seal was adopted the following year. Provision was made for a "city prison," keeper of the prison, and a mayor's court. Numerous acts of the State Legislature, from 1861 to 1891, empowered the cities of Indiana to construct city prisons; grant free use of streets and alleys to railroads; build wharves, docks, piers, and basins; borrow money; employ laborers; contract for electricity; purchase real estate for public parks and grounds; and construct sewer systems. All of those rights were exercised by the City Council of Michigan City.

Letters and reminiscences of early settlers give us interesting insights into life in the town prior to the Civil War:[56]

My father, Gallatin Ashton, was a clerk in Joseph Davis store in Pinhook in 1832 and resigned his

position there to go to Michigan City to take charge of the Public School there in 1832. I have no record of how long he was engaged there and only know of the above fact from my memory of having heard my father talk of the above incident. I had in my possession a memorandum dated in 1833 of a collection he made to pay his salary. Cash seemed to be scarce at that time and he took Flour, Butter, and Potatoes and Vegetables for his pay and finally late in 1833 or early in 1834 went into business under the firm of Ashton and Teale. I do not know how long he continued in business, but my impression is the firm was succeeded by Miles Miller and my Father was with him until he was engaged by Lyman Blair as Bookkeeper in the Blair store where he was engaged in 1844, and I was named after Lyman Blair and was born Feby. 14, 1844. When my Father left Pinhook, Leonard Woods, another clerk in Jos Davis store went with him and also settled in Michigan City and later moved to Westville and went into the Dry Goods business his grandson Louis Woods is now one of my neighbors living here in Glendale at present time . . . . yours truly Lyman B. Ashton.

David Ashton, living at Beverly Shores in 1933, had in his possession a letter dated May 11, 1849, which was written by Gallatin Ashton, of Michigan City, to John Ashton living in Jamestown, New York. Ashton summed up his activities of the previous four years. He stated that he had married. He had dealt in lands, merchandise, vessels, steamboats, and railroads. He added that he possessed about as much as he had when he started, but "... riches are humbug. I would rather have a contented mind than all the mines in California or all the gold in Potosi." A letter to John from their brother, Solomon, who had visited Gallatin in Michigan City in 1841, described the trip by railroad and stage from Clarkstown, Ohio to Michigan City. It took twenty-five days and cost him $21.50. Notations of the cost of mailing the letter appeared on the corner of the envelope in lieu of a stamp.

Anne Freeman Thomas, who was born in 1841, migrated west with her parents in a covered wagon. She was married, at fifteen, to a Canadian, Peter Thomas, who was an engineer on both the Michigan Central and Monon railroads. Her father

was a brick layer in Michigan City. She remembered seeing the long lines of wagons, loaded with grain waiting to unload at the docks. She said that the harbor was filled with sailing vessels, fishing craft, sloops, and barges - all engaged in the business of moving lumber and grain. She had memories of two Indian squaws staying at her father's home after they had walked to Michigan City from Baillytown. They had come to exchange cranberries for tobacco and ammunition. She and her sister were frightened of the two squaws who were sharing their bedroom with them. She said that when she and her sister peeped out from their trundle bed and saw that their vistors knelt to pray "to the same God our family worshipped," they were no longer afraid. She remembered seeing her mother card and spin wool for the family clothing and her father make lead bullets for his gun. She and her sister, Rebecca, each had two new dresses a year. The Indians sometimes came to ask for ashes from her parents' fires to make hominy.[57] Her sister, Rebecca, married Frank Heise, who was in the fishing business in Michigan City.

After the late Thirties, Michigan City became the chief grain market for Northern Indiana. Wheat speculators began to jeopardize the incomes of the farmers to such an extent that a meeting was called in the county. They laid plans to curb the speculators so that farmers would receive a fair and equitable price for their grain. A notice appeared in a county paper, in 1841, advertising a meeting to organize an agricultural society.[58] During the Mid-Forties the LaPorte Whig reported that as many as two hundred teams a day were seen in Michigan City. Wheat was selling in Madison, Indiana, for 65 cents a bushel, in Indianapolis for from 58 to 62 cents, but in Michigan City if was selling for 75 cents.[59]

During and following the mid-century, Indiana's businesses included lumbering, pork packing, milling of flour, and the distilling of whiskey. In Michigan City, the first beef and pork packing companies were formed by E. Folsom and Company, James McAdoo, and the Blair Brothers. Fish was also being packed for shipping. Lyman Blair packed as much as $40,000 worth of white fish in a single year. The greatest catch of white fish and trout occurred between 1856 and 1857. Much of that fish was shipped by rail to Indianapolis and Louisville, as well as to Chicago and the East. The packing of beef, pork, and fish required barrels in large numbers. Cooperage shops in Michigan City supplied them for both Michigan City and Chicago. The latter had been established as a port of entry in 1846. The harbor in Michigan City was handling $500,000 worth of corn, wheat,

pork, and beef annually. In addition, cattle and horses were being driven to markets in Chicago and Detroit.[60]

The lumber industry grew rapidly because of Michigan City's advantageous location. It was near a region of abundant forests, located on the lake where shipping was inexpensive, and at the terminus of several important roads and railroads. Michigan City became a "boom town." A. R. Colborn had one of the earliest lumber companies with his own fleet of lumber boats. Peter Kuntz and a Mr. Gilbert were importing white pine from Green Bay, Wisconsin and from northern Michigan. Captain Rawlings handled coal, railroad ties, and lumber on the Milwaukee dock. Subsequently other lumber companies and planing mills were established. Retail businesses were flourishing. An advertisement by Holbrook and King in 1845 offered "dry goods, groceries, hats, caps, millinery, et cetera." They also advertised a branch store in New Buffalo, Michigan. In 1848 Pulaski King went to LaPorte to open a business; Holbrook remained in Michigan City. The following year, Holbrook sold his remaining interest to King. The latter had come to Michigan City originally with J. S. Castle, in 1835, to be his printer's devil in the Michigan City Gazette office. While he attended school during the years, 1836-38, King clerked in the Chittenden and Field store. Just prior to the time he joined Holbrook, he was employed in the office of the Blair Brothers. His LaPorte firm carried a page advertisement in Packard's History of LaPorte County (1876) in which he stated that he had been in business in LaPorte for thirty-one years. His double store had a 46-foot front. He operated, he said, the largest dry goods and carpeting establishment in LaPorte County. A merchant tailoring department was also connected with his business. His fine house still stands on Indiana Avenue in LaPorte. William and Sarah Mellor came to Michigan City in 1858 to establish a dry goods store at 118 West Michigan Street. They later had a location on Franklin Street and, in 1879, moved to another Franklin Street location at 303 Franklin. They had five children, of whom Walter H. Mellor was the youngest. Addison J. Phillips and his son were manufacturing and selling shoes and boots to customers in the town and surrounding area. In 1846 they were employing over forty workmen as cobblers.

Prior to the coming of the railroad, Front Street was the main business street. At the east end, between Pine and Franklin streets, was the yellow Milwaukee brick mansion of Lyman

*See Chapter 4.

Blair. Its room-sized cupola, with windows on all four sides, afforded a magnificent view of the town and harbor. There were other buildings on the property: a story and a half carriage house, a brick double shed for wood and coal, and two outhouses. At the west end of Front Street was the Bank of Indiana. It had been established in 1850 with C. B. Blair as president and W. W. Higgins as cashier. By 1858 the crisis between the North and South was having its effect on business; the bank voluntarily liquidated in 1860. Thomas Wadsworth founded a "wildcat" bank in 1854. It, like other "wildcats", was founded upon credit and paper money. As long as the notes were in circulation without questions being asked, the bank stayed in business. When, in 1855, the notes sank below par, the* bank closed its doors paying 90 cents on the dollar to investors.

In 1850-51 a constitutional convention changed the state constitution. It provided for biennial sessions of the General Assembly. The General Assembly attempted to legislate against the use and sale of intoxicating liquors in 1853; agitation over the question continued for many years. The local press contained frequent notices of Temperance Society meetings during the period.

A study of an 1858 map of Michigan City** gives a good picture of the appearance of the town. There were bridges along the harbor at Franklin Street, Second Street, and Sixth Street, and a railroad bridge at Fourth Street. The Post Office was north of the alley on the east side of Franklin between Second and Michigan streets. The Public Square extended from Michigan to Fourth streets between Franklin and Washington. The lighthouse was at its present location near the bend of the harbor, but in those days consisted of a cone shaped tower and a separate dwelling for the keeper. The churches shown on the map were: the Methodist, on the west side of Pine between Second and Michigan; the Roman Catholic (Saint Ambrose) on the southeast corner of Second and Washington; and the Presbyterian, west of the alley on the north side of Fourth between Franklin and Pine. North of the alley on the east side of Pine, between Fourth and Market (Fifth) was the Episcopal church. The German Methodist church was on the southeast corner of Ninth and Spring. The schools were Public School No. 1, on the northwest corner of Fourth and Pine, and the Catholic Saint Ambrose, on the southeast corner of Second and Washington. Cemeteries were the

* A history of Michigan City banks is included in Chapter 4.
** In the archives of the Old Lighthouse Museum.

Courtesy Old Lighthouse Museum

LYMAN BLAIR MANSION - LATER THE FAIRVIEW HOTEL

Catholic between Boston (Tenth) and Buffalo, extending from Baltimore (Eleventh) to Manhattan Street and the city cemetery at Detroit and Spring. The State Bank of Indiana was located on the southeast corner of Front and Washington streets. The "hotel" was the Jewell House south of the alley, on the east side of Franklin, between Second and Michigan. Dick Case ran a "bus line" (horse drawn) from the railroad station to the Jewell House. It later became the Vreeland and subsequently the Milner which burned in 1964. Case's bus was painted bright yellow and Dick had his own picturesque costume.[61] The railroad buildings were the Michigan Central Engine Repair Shop, Engine House and Turntable east of Franklin at Trail Creek, and the Depot west of Franklin. The New Albany and Salem freight house stood on the southeast corner of Franklin and Front streets and the machine shop north of East Second Street at Trail Creek.

Along Franklin Street was the law office of Orr and Thornton on the southeast corner of Second and Franklin streets above C. B. Blair's General Store and Chandlers Shop. C. E. DeWolfe's store was on the west side of Franklin Street - the first building south of the alley between Second and Michigan streets. Edward S. Valentine had a grocery and provisions store on the west side of Franklin north of the alley between Second and Michigan streets. Mrs. Valentine had been educated in a private school in the East.[62] She was a fine pianist and had been offered a position as a teacher in a private academy in Massachusetts before her marriage. She was also talented in drawing. The ladies of the Congregational Church were always eager to see what the young Mrs. Valentine would be wearing to church on Sunday morning. She had brought fashion with her from the East. When they first came to town, the Valentines lived with Mr. and Mrs. Sammons, whose daughter, Mary, later became Mrs. Nathaniel P. Rogers. Later the Valentines lived with Dr. and Mrs. Palmer in their fine residence on the triangular shaped lot at Fourth Street between Spring and the Michigan Road. Their yard was one of the finest in town with beautiful trees surrounding it. When Mr. Valentine later became deputy warden at the prison, the Valentines had a "suite of rooms" within the prison walls. They later bought a large farm just within the city limits; it later became the Ledbetter and Vail Addition.

East of Franklin was the Fisher Ames Livery - the first building west of the alley on "north" Michigan between Franklin and Pine. Thomas Larkin had a bakery in the same block on the north side of Michigan - the second building

west of the alley between Franklin and Pine. Ames and Holliday, druggists, were located on the northwest corner of Franklin and Michigan. Farther west, on the west side of Wabash Street between Michigan and Fourth streets, was the elegant residence of Chauncey Blair, president of the Bank of Indiana.* Washington Street, too, had its important residents. The Hollidays lived south of Fish Lake Creek on the west side of Washington. George Ames lived on the northeast corner of Sixth and Washington. E. B. Woodson, president of the State Bank of Indiana, lived at the northeast corner of Washington and Seventh streets. Charles Palmer, physician, was located on the southwest corner of Boston (Tenth) and Washington.

C. E. DeWolfe lived on the southwest corner of Pine and Market (Fifth). John Barker's house was not far away on the northeast corner of Sixth and Franklin. Orr's residence was farther out on the northeast corner of Ninth and Franklin. Harrison Jewell, who had come from Canada, owned a whole block on Spring and Seventh streets. The estate had a marvelous garden, an orchard, a vineyard, and berries - all enclosed with a high wall. After Jewell's daughter married Mr. Bowes, the young couple had an imposing mansion on the southwest end of that block.

Carlon Cassidy came to Michigan City in the 1850's from Ogdensburg, New York, to work at Sherman, Haskell, and Aldridge. He bought a large parcel of land on Boston (Tenth) extending west to the area between Willard and Grant streets. He built a house on the banks of Fish Lake Creek The original house still stands at that location on what is now the northeast corner of Grant and Tenth streets. Although it has been remodeled over the years, it still retains its original floor plan. Pat Burns, who originally lived at the foot of Hoosier Slide, purchased another large parcel of land on the West Side. It was later known as Burns Addition.

C. Kimball's brewery was located at the northeast corner of Michigan and Seventh where there was natural spring water available. Stiefele and Stiefele were brick makers at the southeast corner of Seventh and Cedar.

Social Life

Residents of Michigan City enjoyed social events similar to those of other frontier communities. Fourth of July celebrations, political rallies and speeches, and barbecues

* Later Saint Ambrose Academy

were important. John Sutherland, a farmer who lived near Rolling Prairie, kept a diary in 1840 which described the day by day activities of a typical rural settler of the time. Singing school, prayer meetings, quiltings, revivals, weddings, spelling bees, candle dippings, sugar making, temperance meetings, log rollings, sleighing, and hunting were mentioned frequently by the young man. Politics were also a form of entertainment in those days. Sutherland went by wagon to attend a huge meeting at Tippecanoe during the Harrison campaign. He joined the great procession of wagons which camped, cooked, and celebrated enroute. There were sixty wagons and forty on horseback in the group from the northern part of the state. Sutherland described the speeches, the singing, and the fireworks. Bread was baked on the grounds and sold to the men there.[63]

Mrs. Gallaher left a vivid picture of the social life in Michigan City in the nineteenth century.[64] Some of the families on the fashionable streets of North Washington, Franklin, Pine, and Spring streets were the Blairs, the Haskells, the Ames, the Ashtons, the Barkers, Browns, DeWolfes, Earls, Follettes, Leeds, Francis, Winterbothams, Hollidays, Sleights, Coudens, and Jernegans. When the Blair brothers first arrived in Michigan City, they worked for DeGraff at his warehouse at the foot of Hoosier Slide. Both Blair brothers married daughters of their employer. Mary married Lyman who built the imposing brick mansion on Second Street. According to Mrs. Gallaher, parties there were lavish affairs with fires burning in the open grates, crimson velvet carpets, and crimson satin draperies overhung with lace. The mansion later became the Fairview Hotel, first owned by the Pecks. As a hotel, it remained much as it had been, with the charming dining room and parlors left for the pleasure of the hotel guests. Golda Donly VandeWalker* remembered living there as a child with her family while they were proprietors of the hotel. She often watched the boats entering the harbor from the vantage point of the cupola on top of the building. She also remembered seeing Harriet Colfax, lighthouse keeper, who always had chocolate in her pocket for the little girl. Miss Colfax stopped at the Music "studio" across the street.[65]

Haskell Folsom had one of the most beautifully decorated homes in town. It was a large, white, square house on Wabash between Fourth and Michigan streets. There was a bridge across Fish Lake Creek which led to the green

* Mrs. Carter VandeWalker.

shuttered mansion. A summer house and ornamental shrubbery added to the beauty of the grounds. Their parties were lavish and beautiful. They were especially noted for their Thanksgiving dinners to which special friends and relatives were invited. Eventually they sold their home to Chauncey Blair who installed the first furnace in the county. The first time the Blairs started the new furnace, the fire ignited some woodwork and the house burned to the ground. They then built a large, yellow brick, Italianate-towered mansion near the site. There was nothing to equal it even in Chicago. Later the Blairs moved to Chicago and the home was sold. In 1871 the Sisters of the Holy Cross used the house for the Saint Ambrose Academy. In 1886 Haskell and Barker bought the property during an expansion program and the house was demolished. An outstanding feature of the mansion was the beautiful fireplace mantels. M. T. Krueger removed them to his home on East Eighth Street when the Blair mansion was razed.

Chauncey Blair eventually owned more then 10,000 acres of land west of Michigan City. His holdings extended west from the Michigan Central railroad as far as Porter. The property included five cranberry marshes. The land had been broken with oxen and ditched. There were several dams to control the flow of water. The dam near Fish Lake was called the "White House" dam. His cranberry crop for the year 1882 was 2,000 bushels. Cranberries were selling at the time for $3 a bushel.[66] There was a large driven well on the farm that he owned west of the prison. The well flowed at the rate of 80 gallons per minute. A bath house was built for those wishing to "take the waters" in the natural sulphur spring water. A mule-drawn street car brought townspeople out to enjoy the spa. There was a large reservoir north of the railroad on County Line Road. A retaining wall near Sheridan Avenue protected the west side of town from flooding.[67]

Another beautiful mansion, at the foot of Washington, on the east side of the street near Front Street, belonged to the Kreiohs. Both the exterior and interior were in Colonial style. Mr. Kreioh was a brother-in-law of Colonel Taylor, the broker. The Kreiohs gave what was described as one of the most brilliant parties ever given in Michigan City. Everyone "who was anybody" socially was there - all of the ladies in their most beautiful gowns. It was remarked that Mrs. John Barker was perhaps the best-dressed

Courtesy Old Lighthouse Museum

CHAUNCEY BLAIR MANSION - LATER SAINT AMBROSE ACADEMY

lady on that occasion. She was always among the most sought after guests as her high spirits and bright conversation always delighted everyone. The Barkers lived at the northeast corner of Sixth and Franklin streets. What remains of the house is probably one of the oldest houses still standing in Michigan City. It is now located on the northeast corner of Belden and Maple streets. Before it was moved from Franklin Street, all of the wings and additions were removed so that what remains on Maple Street is essentially the original house. Pictures of the house on Franklin Street and a reconstructed floor plan have been presented to the Old Lighthouse Museum by D. A. Leeds, whose family lived in the house at the turn of the century. Another home noted for its hospitality was that of George Ames at Sixth and Washington. One memorable occasion was a formal party to which the Blairs, the DeWolfes, the Shermans and the Walkers were invited. They all arrived properly attired in formal dress, alighting from their carriages to enjoy a delightful evening. When they were ready to leave the party, they were obliged to bump over a temporary corduroy road which pranksters had laid on the driveway during the evening. Their departures were anything but dignified.

The Hollidays had the first wallpaper in Michigan City in their home on Washington Street. Their friends admired it so much that Dr. Holliday ordered some directly from the East for the Blairs, the Barkers, the DeWolfes, and the Ames. The Bowes home on the west side of Franklin, between Eighth and Ninth, was the scene of many long-remembered good times. Mr. Bowes had come from Philadelphia in 1841 to supervise harbor improvements. He was made harbor master, and he and his family became important in the life of the community. Both Mrs. Bowes and her daughter played the organ in the Episcopal Church, and her daughter also sang in the Episcopal choir. She taught voice in Michigan City and later taught music at Lindenwood College. The Bowes' home was the center for entertainment when prominent lecturers came to town. Among those were John C. Saxe, Charles Sumner, Wendell Phillips, and H. W. Beecher.

Major Oliphant Pattee and his only son came from Danvers, Massachusetts, to Michigan City not long after the town was founded. The Major bought some land in the vicinity of the Jewell House on the east side of Franklin. There he built a store and started a market. He wanted to establish a home for his son, George Whitfield Pattee, but felt the new town would offer too many temptations. He purchased an extensive acreage south of Waterford and laid

Courtesy Old Lighthouse Museum

ORIGINAL JOHN BARKER HOUSE - FRANKLIN STREET AT SIXTH

out an impressive estate. In 1845 his son George brought his bride, Lydia Drue Bagles, aged eighteen, to that home. She was a beautiful girl and an ardent Methodist. She became important to her church and to the community.

Conclusion

The coming of the railroads to Michigan City brought new industries. Three young men from Ogdensburg, New York, saw the opportunity to supply freight cars. The cars were needed to carry the growing volume of goods being brought from the North and East and being transshipped to the West and South. Iron and timber were being brought in from the North, manufactured goods from the East, and coal from the South. Farm products, packed fish and meat, livestock, and other food stuffs were brought in from the surrounding area to be transshipped to the East, South, and West. Two years after the first train arrived from the East on the Michigan Central, the three young men organized the firm of Sherman, Haskell, Aldridge and Company. Dr. Mason C. Sherman, Frederick Haskell, and his brother-in-law, Hiram Aldridge, erected their first crude buildings on about 2 acres of ground between Sixth and Seventh. The property was bounded on the east by Elston Street and on the west by the Louisville, New Albany and Chicago right-of-way. Dr. Sherman retired from the business in 1855, and John Barker entered the firm. Barker had come to Michigan City in the spring of 1836. He and his cousin, Jacob Carter, opened one of the best general stores in town. Barker had bought out his cousin's interests and formed a new partnership with William Best. By 1852 he had become a shipper of grain and had his own elevators and pier at the harbor. With this capital, he was able to buy the one-third interest of Dr. Sherman in the freight car company. At that time the firm of Haskell, Barker and Aldridge also began the manufacture of passenger coaches. They added Woodbury threshing machines and, under the patent of J. J. Mann, Indiana inventor, had corn shellers and reapers. They were able to weather the Panic of 1857. In 1858 when Mr. Aldridge retired, the firm became Haskell and Barker. By 1860 they were employing a work force of sixty men and were able to produce a few cars a month. The company continued to grow during the Civil War years and, by 1869, Haskell and Barker was manufacturing two cars a day. The rapid growth of the new industry will be described in the following chapter.

An act to establish a new Northern Indiana state prison somewhere north of the National Road was approved in 1859. Michigan City was selected as the site. There were several reasons given for the selection. Railroads entered the town from three directions and there was lake shipping to the north. Stone and lumber were available here more cheaply than in any other site under consideration. Brick of the finest quality was being manufactured here. About 100 acres were purchased from C. B. Blair for $45 an acre. Mr. Blair fitted up his old pork packing house on the harbor as a lodging place* for 150 convicts requisitioned to work on the new buildings. The railroad transported the men from Southern Indiana at half fare. The Michigan Central granted a freight rate of 1 cent a ton a mile for the materials brought in for construction of the new institution. The original grounds included 600 square feet, enclosed by a brick wall 25 feet high, 3-1/2 feet thick, and with a stone coping 4 feet wide. There were stone towers at the corners. John Ebert, a prominent local contractor, built the prison walls as well as Saint John's, Saint Mary's and Trinity churches. He owned a farm and dairy south of town at the present site of Edgewood Addition. Water for the prison fire department was supplied by an artesian well within the grounds. Five shops were built within the walls. Two were 100 feet long; one was 150 feet; one was 200 feet; and one, 160 feet. Hayward and DeWolfe, coopers, had the first contract, signed in 1863, to use prison labor inside the prison walls. They paid their workers 45 cents a day. A number of other industries came to Michigan City after the Civil War to take advantage of the cheap prison labor.

In those "years before the war" success came to several inventors in the area. In June, 1857, James Oliver and Henry Little of South Bend received a patent for their chilled steel plow, which was being manufactured in that town. Two years later, George W. Miles of Michigan City invented the Felloe Bending Machine. It was purchased and used in the LaPorte Wheel Factory. That same year Samuel Martin Gould purchased more than 600 acres of land and creeks east of the city limits. His purchase included the former Scott grist and saw mills, a portion of the Chicago to Detroit stage coach route, and land which later became Krueger Memorial Park, the International Friendship Gardens, the Pottawattomie Country Club, and Pottawattomie Park.[68]

* The buildings were later occupied by Jones Sash and Door (Cruise of the Zoo Board.)

In 1856 the population of Michigan City was 3,050.[69] By 1860 the population was 3,320.[70] That year the foreign born in LaPorte County numbered 5,008 out of a total population of 22,919. Many of the foreign born in Michigan City were German. When the Mayor and his committee met to appoint a City Physician in 1866, they published the notice concerning contagious diseases in both English and German in deference to the large German population.[71] On the eve of the Civil War, Michigan City was listed as one of eleven leading industrial towns of Indiana.[72] The frontier days of "the Michigan City" were drawing to a close. The town was on its way to becoming a center for new industry and the hub of transportation in the Southern Great Lakes Region.

Chapter 3 - FOOTNOTES

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5.	Landing, James E.	"A Micro-Historical Case study of Urban Development, etc." Bulletin Ill. Geog. Soc.	Vol. 14, No. 1 June, 1972 pp. 19-20
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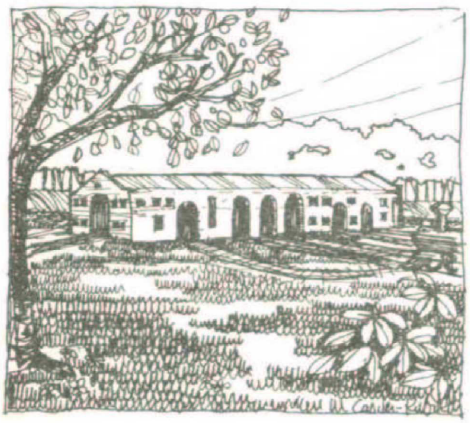


Coming of Age
Chapter 4

People in the Northern states had differing opinions about slavery. Those who opposed slavery were willing to defy the law to help slaves escape to freedom. "Underground Railroad" stations were located throughout Indiana to assist the fugitives on their way to Canada. There were several such stations near Michigan City. One was on the Low farm, on Johnson Road, 2 miles south of Waterford. Daniel Low's large, square, * brick house was a short distance east of the Low cemetery. Slaves, who had been hidden at the Low farm, were smuggled onto boats at Michigan City, for escape across the Lake. Annie Hopkins said that her great uncle, Elias Taylor, hid escaping slaves in the basement of his house on Front Street. They waited there to be smuggled aboard grain boats in the harbor or onto trains headed for Canada. At Low's, candles were placed on top of the widow's walk as a signal that it was safe to move the slaves. If it were felt that Michigan City was under surveillance, the escaping slaves would be kept until the way was clear or they might be taken to New Buffalo, Michigan. Sometimes while they were waiting for passage, they worked in the potato fields on the farm.

* A manuscript on the Low cemetery is available at the Old Lighthouse Museum

Gene McDonald, of LaPorte, remembered his mother's story of the time she and her sister were returning from singing school on trails through woods near Low's when they saw a wagon covered with hay. There were slaves hidden in the wagon. The driver spotted the girls, stopped them, and really terrorized them by telling them that if they ever uttered a word of what they had seen, he'd skin them alive! Two slaves, who had become ill during their long trip from the South, died at the Low's and were buried in the Low cemetery in unmarked graves. It is believed that approximately 150 slaves were transported from Low's station. It is said to have been the last land station used in the area. LaPorte and South Bend also had stations. Another was located west of Michigan City at the home of Burdette Smith. The hiding place there was in the cellar of Smith's house; it was at the northeast corner of present U. S. Highway 20 and Crisman Road - now Indiana Highway 249.[1]

The Knights of the Golden Circle had been organized secretly to assist the cause of the Confederates. The report was received, in Northern Indiana, that the Knights were coming by boat from Canada to release Confederate prisoners of war being held at Camp Douglas in Chicago. The inhabitants in the region became alarmed and set up sentinels in the dunes to watch for their approach. The plan was for the look-outs in the towers to set signal fires to alert the defenders. There was a look-out at Mount Tom and another at Miller. Camp Anderson in Michigan City was also on the alert, but the invasion never materialized.[2] The number of Knights who were living in Northern Indiana was not known, of course, but in 1861, a local man was arrested as a suspected spy for the Knights of the Golden Circle.[3]

Camp Anderson was established on September 1, 1863, as a place of rendevous for the State Military District number nine. It extended in the area along East Michigan Street between the alley just east of Grace Street to Woodland Avenue, north to the Norfolk and Western railway, and then at an angle to Holliday Street. It was a good location, because it was on the Michigan Road, near the railroad, and was supplied with good water from nearby Trail Creek and its tributary, Cheney Run.[4] The camp was named for the Reverend Mr. Anderson, its Commandant. Although he was actually a Colonel, he was called "General" Anderson. His recommendation for a commission as General was on Lincoln's desk the day the President was assassinated. A tribute to Colonel Anderson's ability as a recruitment officer appeared in the LaPorte Herald in January of 1864:

> No man in the state took hold of this matter with greater zeal or fidelity . . . . Colonel Anderson. . . No district in the state has raised so many men as this and the reason why it was not done is because the same indomitable energy was not used to accomplish it.

Major Willys Peck, son of the first mayor, was another local top-ranking officer at Camp Anderson.

Company B of the Michigan City Rifles was the first company to leave Michigan City in 1861; Ann Hartwell presented a flag to the departing men. After they left Michigan City, the company joined the 9th Regiment at Camp Morton in Indianapolis and participated in the first campaign in West Virginia under Colonel R. H. Gilroy. There were three regiments stationed at Anderson during the winter of 1863-64. The 128th Regiment was recruited from the 9th district during the fall and winter of 1863 and left the following March under Richard deHart and Lieutenant Colonel Jasper Packard. The latter, of LaPorte, was the author of the History of LaPorte County, published in 1876. The 12th Cavalry (127th Regiment) assembled at Michigan City, February, 1864, and joined other companies on March first. The 129th Indiana Volunteer Infantry also assembled and left in March, 1864. Letters postmarked Camp Anderson, which are deposited in the State Archives, date from December 18, 1863, and continue until March 28, 1864. One letter from Colonel Charles Case, Commandant to General Noble, dated February 5, 1864, states:

> I am at a loss to know what to do with my men. There will be about 800 infantry at Michigan City and I shall take up over 600 and there will be but 9 buildings 18 by 100 feet for them all. It will not be possible to keep so many in so small a space long. What shall I do? I shall need at least 8 more buildings. The men can build them but the lumber will cost $22 per man and scarce at that...

Mrs. L. C. Palmer recalled the Civil War period in Michigan City:[5]

> The town was quite gay with the uniforms of officers and soldiers. It was quite a thing to attend dress parade in the afternoon. I remember seeing two regiments as they marched away, quite a notable and impressive sight, with the sun shining and glistening on their bayonets.

The 128th Regulars, who were mustered into service in Michigan City, joined the 23rd Corps under General Schofield for the one hundred-day campaign against Atlanta with Sherman's Army. They then went to Decatur, Georgia, and pursued Hood as far as Gaylesville, Alabama, and Chattanooga and Nashville, Tennessee. They were present at the surrender of Johnson's army at Charlottesville and later occupied forty-three counties of western North Carolina. They were mustered out at Indianapolis, April 18, 1866. Martin T. Krueger remembered having gone to Camp Anderson as a small boy with some of his pre-teen friends, after the last company had marched off to LaPorte. Krueger and his friends, he said, "having been inspired by the sight of the soldiers marching off to war, had formed a volunteer company and went to the barracks to salvage the equipment that had been left behind by the departing heroes."[6] Years later Krueger purchased the Gould farm and land where Camp Anderson had been located. He used the timbers from the old Scott Mill and from Camp Anderson for a barn on his property on East Eighth Street. The barn which was still standing in 1938 was demolished some time before 1952.[7]

At the beginning of hostilities between the North and South, Indiana was caught with an under-manned militia. There was a stampede for enlistments at first, but as the war dragged on, recruitment was more difficult. Recruiting officers came to Michigan City from other states - particularly Illinois - to try to persuade skilled mechanics from the local community to join an Illinois Engineering Regiment. Recruitment was not the only concern. It was felt that needy families of volunteers should receive financial assistance. Following 1862 the LaPorte County Board appropriated $10,000 for that purpose. The citizens of Michigan City raised $12,000 by private subscription to provide a bounty of $300 for each enlistee; this was later increased to $350. The City Council pledged the credit of the city to the amount of $4,000 in certificates bearing 10 percent interest rates.

*Jaspar Packard's History of LaPorte County has details on the Michigan City regiments.

There were conflicting opinions and feelings in the North as well as in the South about the "War of Rebellion" and about President Lincoln. The "Copperheads," who opposed Lincoln and his attitudes toward the "rebellion," were a constant source of worry in the North. Some of that feeling was expressed by N. P. Rogers, a young man employed by Haskell and Barker, in 1864.[9] He wrote to his brother, James:

> Our town has been in hot water on account of Abe's draft. He having drawn at sight 52 men from this township who will be obliged now to go along or send a man. No Protest!!.....All that I am sorry for now is that the draft was not made for a million and just sweep the whole county clean of the cursed "secesh"....the late victories in the field have depressed our "cop" (Copperhead) brethern and now the sudden decline in Gold has completely taken the wind out of their sails.

Political campaigns and elections during the period were of great concern to him:[10]

> Glorious Old Indiana!! Ohio! and Pennsylvania! All for the Union. Abe and Andy!!!....Thank God the country is safe from Copperhead rule for 4 years more at least and our armies will now be filled up to their maximum and Rebellion will be squelched and the institution of Slavery must perish with it....Our soldiers were deprived of voting in the field and thus the "Traitors" supposed they had the matter safe but our wide-awake Governor, C. P. Morton, knew of a game worth two of theirs for you never saw a more surprised set of "Cops" (Copperheads) on Monday last when it became known that there were about 60 soldiers in town ready to vote the Union ticket.

Harriet Sherman and her sister, daughters of Dr. Mason Sherman, were guests of their uncle, Mr. George Hart, in Washington, D. C. They were presented to President Lincoln at a reception prior to attending "An American Cousin" at the Ford Theater that fatal night when the President was

assassinated. The Sherman girls were nieces of Miss Ann Hartwell, who lived at the lighthouse with the keeper, Harriet Colfax. Harriet Sherman was married to George C. Simpson at Trinity Church. Simpson was Captain of the first volunteer troop to leave Michigan City at the outbreak of the war. The wedding breakfast, following the service at Trinity, was served at the lighthouse dwelling. After her husband's death, Mrs. Simpson married Dr. R. T. VanPelt of Chicago. Later she returned to live in Michigan City and died there in the summer of 1938.[11]

Immediately after news of the assassination reached Michigan City, the Common Council was called into session and a resolution was passed to suspend business at 12 noon for one hour on April 15, 1865. At two in the afternoon, all church, fire, and school bells were tolled in memory of the slain president. A committee was appointed to make suitable preparations and arrangements for the funeral cortege, which was expected to stop in town. The committee was allowed $238.15 for expenses. The funeral train arrived in Michigan City from Indianapolis on May first, at 8:35 a.m. While the train waited at the depot for the arrival of the Committee of One Hundred from Chicago, the ladies of the town served breakfast to those accompanying the President's body. Mrs. DeWolfe was chairman of the committee who served the breakfast. The meal was served in the New Albany and Chicago freight depot. The ladies used their best china, silver, and linens. Mrs. Gallaher said, in recalling the event, "Young Hattie DeWolfe fell into a tub of water and was sent home in the midst of the festivities." The citizens had erected an arch of wreaths and roses, 25 feet wide, and 30 feet high. Pillars of the arch were woven with black and white cloth and evergreens.[12]

> ...a delegation of ladies, sixteen in number, through Miss Hattie Colfax, cousin of Schuyler Colfax....presented a beautiful cross made of solid flowers, (Trailing Arbutus gathered in the dunes), which they asked permission to place upon the coffin, Miss Colfax placing the cross on the coffin and the other ladies following....dressed in white and wore black sashes...the ladies accompanying Miss Colfax were: Mrs. Hoyt, Mrs. Peck, Miss Woodard, Miss Mary Goodhue, Miss Minnie Sherman, Miss Mary Gammons (Sammons?), Miss Mary White, Miss Kate Fisher, Miss Nellie Williams,

Miss Kate Jernegan, Miss Mary McAlvo, Miss Nellie Higgins, Miss Mary Sperns and Miss Mary Potter.

Industry - Haskell and Barker

The Haskell and Barker Car Company had been making railroad cars for the government during the war, sometimes employing as many as four hundred men. Nathaniel Peabody Rogers' letters to his brother, James, give us a first-hand picture of the industry. He wrote of the expense of living in Chicago where he was employed in 1864. Inflation was taking its toll. Out of his salary of $50 per month, he had to pay $5.50 a week for board; 75 cents a dozen for laundry; $8 for boots and $46 for a suit of clothes. He explained to his brother:[13]

> I have engaged myself for one year from 1st April at Michigan City, Indiana, a town of 4000 inhabitants. The partners who hired me are doing a manufacturing business. Employ now 100 hands and have a Government contract to build all the Freight cars they can for the next year. Therefore it is a place which I am fully posted upon from my experience on the R. R.....The place is one of responsibility having all the money to handle bills to pay....I went down to Michigan City to see them. Mr. Barker the member of the firm asked me my terms? I told him $850. He said I might consider myself engaged for the year. I was sorry then I had not asked and stuck for $1000 I might have got it easy....They are a wealthy firm and have done business for 20 years....Their shops cover 5 acres with a large Stone Machine Shop, Foundry, etc....I can get good board in a private family at $3 with washing and other expenditures cut off and besides I am only 2 hours ride from Chicago. I think $71 per mo in a country town is pretty good pay for me.... 'Tis a tip top place for a man who has some capital to invest and make money but the Almighty dollar is all they seek. A most selfish class of people in Gods World. I would much rather be in Boston.

Another letter dated April 5, 1864, continues with further comments on Haskell and Barker:

> ....They (H & B) are running now for Government making Freight cars for the Southern Road which the Govt holds....I get into the office about 1/2 past seven and leave at 6 pm. But the "town" is what takes the "rag" off the bush - bounded on the north by Lake Michigan and Sandhills - East Sand Hills - South and West Sand Hills & States prison! You will see the situation is delightful in the Extreme. 56 miles from Chicago on the Mich Central R. R. Quite an old town. Older than Chicago but Chicago has killed all of its life if it ever had any - 4000 inhabitants. Several churches 2 Fire Companies and the "Michigan City Brass Band"....I am going into their Band Room some Evening to hear them play and see what kind of stock they are made of....The Michigan Central RR have just issued a new tariff increasing everything 'tis so with them all. Our firm feel it pretty sensibly on Freight bills amtg to about $2000 per month. H & B are now employing 120 hands and build upon an average 3 Freight cars per day. All for "Sam" and of course the Pay comes when due which in these days of inflation and depression is most decidedly a good thing.

He continues about Haskell And Barker in his letter of October 13, 1864:

> I shall demand $1200 next year....They can well afford to give it for their business cannot fail to increase the coming year. We are now getting $1250 for Box Cars and $2000 for Flats. Employ about 120 hands and turn out about $75,000 worth per month....

In 1869 Haskell and Barker covered an area of 5 acres and was turning out two cars a day. John H. Barker, son of

the pioneer, became general manager that year. By 1879 they had increased their output to one thousand cars a year and were employing five hundred men. After the retirement of Frederick Haskell in 1883, John H. Barker became president and Nathaniel P. Rogers, secretary and treasurer of the company. By 1894 they were employing 850 men and had a six thousand-car-a-year capacity. They were making box cars, refrigerator cars, stock, coal, and ore cars. Their payroll, at the turn of the century, had reached $150,000 a month, with 3,500 men on the pay roll. They were using 150,000 tons of iron, 75,000 tons of coal, and 100,000,000 feet of lumber annually. Theirs was one of the early assembly line operations. They were moving the cars on a track from operation to operation.

By World War I Michigan City was becoming a virtual one-industry town. In the fall of 1921, news spread of an upcoming merger with Pullman Car Company. Those two companies represented two of the largest railway equipment plants in the United States, with Haskell and Barker having 200,000 shares of capital stock outstanding at $69 per share. Following the purchase of Haskell and Barker by Pullman, a number of employees transferred to the plant in Pullman, Illinois. During the Depression in the Thirties, times were hard in Michigan City, and the Pullman Standard operation was almost at a standstill. By 1931 they were using new welding techniques for welding metal hopper cars. In 1935 they began manufacturing light-weight metal freight and refrigerator cars. Two years later they made the first low alloy steel box cars. During World War II they built troop cars, the first passenger cars they had built in almost one hundred years.[14] Because of the great demand for railroad equipment during the war, materials for it were high on the priority lists. After the war transportation patterns changed and newer production methods were coming into use. The plant in Michigan City became economically inefficient and, in 1970, Pullman Standard closed its Michigan City operation. The vacant property was sold for $1,000,000 in 1971. Two years later all but three of the buildings were destroyed in a spectacular fire. None of the buildings had been insured.

*Oglesbee's History of Michigan City, Indiana includes a complete history of the company prior to 1908.

Courtesy Old Lighthouse Museum

MAP OF MICHIGAN CITY - 1869

Industry - Indiana State Prison

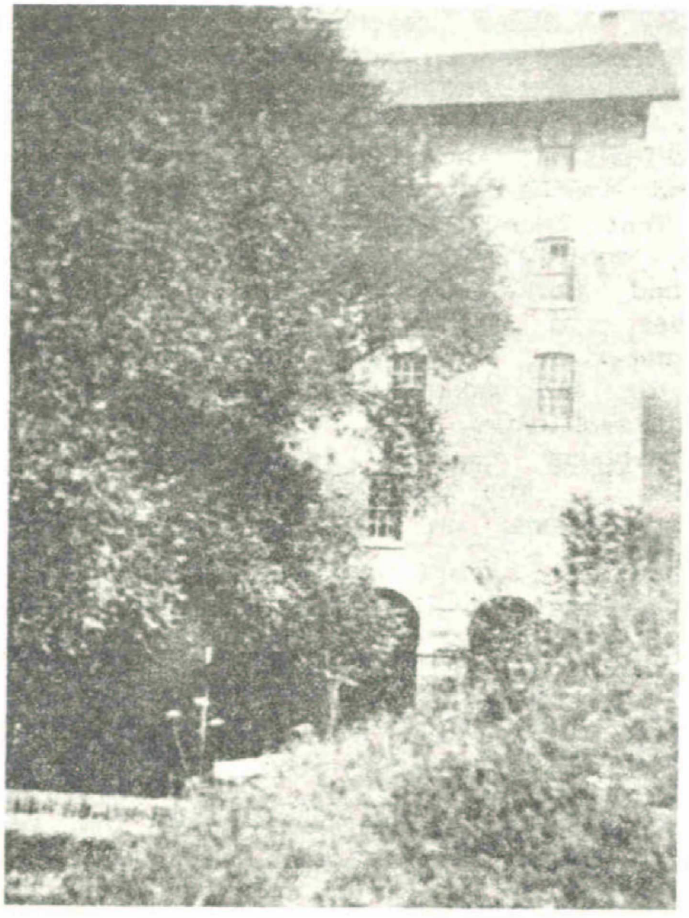
Beginning in 1863 private manufacturers were contracting for prison labor in shops inside the prison walls. Hayward and DeWolfe, coopers, had the first such contract. They were soon followed by Elisha Murray, manufacturer of wagons and carriages. Within a few years, Ford and Johnson, chair manufacturers, Jones and Chapin, and Hall and Cross were there. In 1870 C. H. Hall and J. H. Winterbotham opened a cooperage shop within the walls. That year Kumler and Melcher contracted for twenty-five men at 50 cents a day, for the making of cigars. After the Panic of 1873, the Pratt Boot and Shoe Company was paying only 45 cents a day for prison labor. When Kumler and Melcher went bankrupt, H. H. Walker was given the contract for only 25 cents a day. The Warden reported, in 1876, that 465 out of the 603 convicts were under contract to local industries. I. M. Southworth Knitting Mills and the J. C. Mott Wire and Agricultural Tools were added a few years later. In 1885 the Amazon Hosiery Company came in from Chicago; the Tecumseh Facing Mills (gloves) came in 1891. Following the Panic of 1893, free labor was beginning to oppose the use of cheap prison labor. Three years later the Amazon Hosiery plant was operating outside the prison walls. A new Contract Labor Law was enacted in 1897 which permitted the employment of only 50 percent of the prison inmates by private industry. Each contractor was allowed to employ only one hundred men. Two years later $125,000 was appropriated by the State to establish industries inside the prison. The State authorized a plant for the manufacture of bindery twine to be used by the farmers of the State. In 1907 state institutions were required to manufacture for state consumption only and could sell only surplus goods on the open market. All state institutions were required to purchase prison-made goods.[15] There were evasions of the law. Private industries furnished materials to the prison and then bought back the finished products. The Allen Company, which made bicycles in the prison, went bankrupt and discontinued its operation. By 1900 Mott was employing one hundred men there, Ford and Johnson one hundred, Lakeside Knitting Company and Reliance Manufacturing (work shirts and other work clothes), one hundred men each. In 1904 fire destroyed three of the factories within the walls, and Ford and Johnson moved their operations outside. Mott, Reliance, Stirling Manufacturing, and Mount Airy Stone Company continued there with one hundred men each; and James Hiner employed fifteen coopers. This use of cheap labor

inside the prison had a depressing effect on the labor market in Michigan City. In 1934 during the Depression, pressure from unemployed free laborers resulted in a resolution in the City Council against the manufacture of products in competition with free labor. That year the Federal Hawes-Cooper Act prohibited interstate shipment of prison-made goods. The Northern Indiana Prison became the Indiana State Prison in 1898, and the Southern branch at Jeffersonville became the Indiana Reformatory. In 1912 the Indiana Hospital for Insane Criminals was opened at the Michigan City prison.[16]

Industry - Lumber and Others

The Illustrated Atlas of LaPorte County, 1876, makes interesting reading. Three pictures are included in the section on Michigan City: the Northern Indiana State Prison, the Jacob Weiler residence, and the W. B. McCartney residence - an imposing brick structure with a tower. Mr. McCartney had come to Michigan City to operate a buggy and carriage manufacturing shop with Mr. Winterbotham. Mr. Weiler had a retail boot and shoe business on North Franklin Street.

Newspapers in town, in 1876, were the Enterprise and the Evening News. The Prison Reformer was being published for the prisoners. About that time, August and Christopher Roeske purchased farm land and the former Walker Mill, on the south side of Old Michigan Road about 200 yards east of the bridge over Trail Creek. Their land extended to the southeast corner of Michigan and Johnson Road where a former stage coach inn was still standing. That two-story frame building was demolished in 1940. August Roeske lived in a brick home at the southwest corner of Johnson and Michigan roads. Christopher lived nearby. The old Walker Mill became the Eureka Mill which milled flour under the "Bumble Bee" label. The pond behind the dam extended from Michigan Road south almost to Waterford. It was a popular spot for boating and fishing until the dam washed out during high water. It was never rebuilt. The Roeskes donated an acre of land for a school which was located east of the mill. That "Roeske School" later became Michigan Township School and subsequently a private residence. The family also had a brick yard near the present site of the Michigan City Fish and Game Club house. There, a 5-acre pond marks the site of their clay-mining operation. Sand was brought in from the Lake shore, and thousands of bricks were made and sold



Courtesy Old Lighthouse Museum

ROESKE MILL

throughout the area and beyond. At one time their fifty to sixty employees were producing 40,000 bricks a year. T. R. Largura purchased the yard. It fell on hard times during the Depression and was liquidated about 1941.[17]

The boundaries of the City were being extended. In 1866 the Blair Addition reached from the Michigan Central Railroad to Willard Avenue and from Green to Fourth streets. Other additions were Waddell, Bigelow and Winship, South Land Company, Southwest Land Company, and DeWolfe and McCartney additions. The Cheney residence was at a point where Cleveland Avenue lay east of Cheney Run - later called Romel Ditch. That Cheney Run drained part of the Blair cranberry marshes, entered the city limits at the old South Yard of Haskell and Barker Company at Arthur Street, crossed Franklin Street at Fulton, and flowed northeast near Greenwood cemetery. "Out by Cheney's" it crossed Michigan Street at Porter and wound its way into Trail Creek in the vicinity of Pottawattomie Park. "Out by Cheney's" was just east of the present Eastport School, and "Cheneyville" later became Eastport.[18] The men who worked in the Case, Walker, and Campbell Additions, on the East Side, called the section "Butterfly Village".

A visitor to the town, in 1876, wrote:[19]

> I took the first train to the city - emphatically the city of sand. . . .Whatever the cause, they have made Indiana's only port of entry a place of striking peculiarity, that once seen, I doubt if it would ever be forgotten. . . . The fact that they are 'building upon sand' gives the people of Michigan City very little concern, probably because they know there is a terra firma somewhere beneath their foundations.
>
> Possibly no city or town along my route labors under greater disadvantage from a geographical or commercial point of view than this "city of sand" . . .However, it has overcome these obstacles to a certain degree and is hardly lacking in enterprise.

That year the Atlas listed a number of hotels being used by the many businessmen and other visitors to Michigan City. The Jewell House was on the site where Albert T. Vreeland and Walter Leeds later built the Vreeland. The Franklin was on Ashton's corner; the Lake House, in the former Michigan City Institute building which had been moved to the north

end of town from Boston and Franklin streets. The Exchange was operated on Sherman's corner by Sweetland and Pulford. The Union was on the southeast corner of Front and Franklin streets, across from A. R. Colborn Company. The Farmers Hotel was on the northwest corner of Pine and Market (Fifth). There was the Genesee which was financed, according to Packard, with Genesee or "wild cat" money. Other hotels were the White House and the United States. The great increase in shipping through the harbor and by rail, and the increase in manufacturing, accounted for the large number of hotels at the time. Meals were served for 50 cents, with half price to railroad men, preachers, and farmers. The story is told that a restaurant on North Franklin displayed a sign "Square meals, 25¢." When a boat whistle was heard, the proprietor turned the sign to the other side, which read: "Square meals, 40¢."

The Michigan City News of August, 1876, stated:

> The planing mills have never experienced the rush felt at present and the flouring millers report an output for the last month that has never before been equalled. The car shops, the knitting factories, the refrigerator works, and the chair factories are doing much more than usual.

W. Peck had been a lumber dealer since the early days of the harbor. George March was bringing pine lumber across the Lake from Michigan and Wisconsin and was transshipping it on the railroads. By 1884 the hotels on the north end of town were: the Union; the Jewell House; the European, on the west side of Franklin in the same block with the Jewell House; the Farmers; and the St. Nicholas, on the east side of Franklin between Fourth and Market (Fifth). At that time the Post Office was the third building from Michigan Street on the west side of Franklin. The Express Office and the Telephone Exchange were on the second floor of a building on the west side of Franklin near Second Street. The Telegraph Office was the next door south. The Y M C A was on the north side of Michigan near Franklin. Saint Johannes Verein Hall (1877) was next to the alley on the west side of Franklin between Fourth and Market; the next building south was the Orr Block; and beside it was the Hopkins Block on the northwest corner of Franklin and Market. There were three churches on Franklin between Sixth and Seventh: the Presbyterian was in the middle of the block on the west side of the street; the Trinity Episcopal, on the east side at

Sixth; and the Methodist Episcopal, at Seventh on that same side of Franklin.

The business community flourished during the last two decades of the nineteenth century. In 1887 a report of industry in Michigan City listed the following manufacturers:[20]

Haskell and Barker Company	600 men	14 cars daily
Alaska Refrigerator Company	150 men	15,000 annually
Hitchcock Chair Company	100 men	200 men in 1894
Ford and Johnson Chairs	300 men	
Amazon Hosiery Company	75 women	
J. H. Winterbotham Coopers	40 free laborers	
Phelps, Dodge & Company (boots and shoes)	40 men	
John Allen & Company	200 girls in factory; 140 in homes	
M. C. Reed Chair Company (Garrett Van Deusen)	40 men	over 100 in 1894
Cooperative Reed Chair Company	50 men	
A. R. Colborn & Company	125 men	
Jonathan Boyce (lumber)	75 men	
Rawson, Root and Company	75 men	

The Ford and Johnson Company was based in Chicago. In the Michigan City plant they produced cane and wood seat chairs. J. S. Ford was president, H. W. Johnson was vice-president, R. A. Hitchcock was secretary, and H. V. Hitchcock was treasurer. The Hitchcock Chair Company was affiliated with Ford and Johnson. J. S. Ford was president, R. A. Hitchcock was vice-president and H. W. Johnson was secretary. Another affiliate was the Chicago Cane Seating Company. Other furniture factories in town were the Standard Rattan and Furniture Company, owned by J. Burbank and Walter Vreeland; the Michigan City Reed Chair Company, Garrett Van Deusen, proprietor; and Veal Brothers Reed Chairs, owned by John Luther and Benjamin Veal.

By 1890 Michigan City was one of the largest lumber markets in the state. Planing mills, cooperage and carriage works were allied industries. Rawson and Root, with Henry A. Root as president, was one of the big planing mills. They were located near the corner of Michigan and Wabash streets, with 500 feet of dockage along the southwest side of the harbor. They produced sash, doors, blinds, mouldings, verandas, boxes, door and window frames, screens, and custom built stairs. Both they and A. R. Colborn owned their own barges for lumber transport. The Michigan City Sash and Door, at 218-232 East Second, was operated by J. V. Jones; A. R. Colborn was president.

They were shipping wood products to Michigan, West Virginia, and Tennessee. They had an even larger plant in Wisconsin. Maxwell and Dunn Lumber Company, Henry Lumber Company, and Greer Wilkinson were others. The News stated that the Amazon Hosiery Company was employing from 300 to 600 men and women. They were making hosiery, gloves, and mittens.

A growing small industry at the turn of the century was that of handmade cigars. It was scattered all over town in a number of small shops. Herman Kemp had such a factory in the one-hundred block of West Fourth Street in 1896. An important employee was the stripper who removed the stems from the tobacco leaves to prepare them for the cigar makers. Each leaf made about four wrappers. The most important employee was the cigar maker, who finished the complete cigar. He cut the wrappers with a curved knife, made especially for that purpose. The best wrapper tobacco was the shade grown from Sumatra, Cuba, and the Philippines. The filler for the cigar was domestic, usually from Kentucky, shipped out of Chicago in cases of two hundred pounds each. Approximately ten leaves of tobacco constitute a "hand." The binder was wrapped around the filler to give it shape, and it was then molded in a press mold, after it had been dampened. The completed cigars were laid in a large copper-lined box to dry. The maker then sorted them by color and type of tobacco. They were then packed in the shop. Kemp made the "Fritzie Scheff" and the "CAC." The latter was named for the Columbia Athletic Club, which met at Mozart Gardens at the southwest corner of Michigan and Franklin, near Mozart Hall. The cigars were sold and delivered locally to saloons, taverns, hotels, and cigar stores. Some of Kemp's best customers were the "Empire" at Fourth and Franklin, Henry Burkhart's Saloon at Sixth and Franklin, and the Vreeland Hotel. Cigars from Kemp's shop were also delivered out of town by horse and rig to the "Empire" in Porter, to Otis, and to Holmesville.[21] Cigar smokers in town all had their favorite brands and bought them directly from their makers. Other local cigar makers were: Sebastian Burkhart, at the corner of Manhattan and Eighth, who made the "Princess" and the "Red Ribbon"; Herman Fethke, near the corner of Ann and Washington who made the "Blue Ribbon"; Charles L. Fethke, 131 East Michigan, who made the "Monogram" and the "A.M. Palmer"; Herman Schroeder on Cedar Street; Robert Freier at 518 Cedar; and Speckien on Willard Avenue.

By 1902 Ford and Johnson had 590 employees. Karpen Brothers of Chicago later took over Ford and Johnson. Their Michigan City plant became Karpens' finishing and upholstery department. At the turn of the century A. R. Colborn had 20 employees; Greer Wilkinson Lumber, 72; Henry Lumber, 50; Lakeside Knitting Company (gloves and mittens) 240; Western Cane Seating had 170; J. H. Winterbotham and Company employed 100; C. L. Fethke and Sons, Cigars, 20; Haskell and Barker, 2,000; Michigan Central Railroad shops, 46; Ohlemacher Brick, 25; Root Manufacturing, 75; and Philip Zorn Brewing Company had 14.

Philip Zorn, who was born in Wartzburg, Germany in 1837, had attended the Agricultural College of Nürnberg before coming to New York. He moved to a Blue Island, Illinois, brewery in 1854. There he became manager and master brewer. In 1871 he established his own brewery in Michigan City. By 1894 his brewery was producing fifteen thousand barrels annually. Their bottles were marked "Ph.Zorn." The Evening News of the day proclaimed the brewery's importance in "Dispensing to hotels, buffets, clubs and private families," but did not mention the product as "beer." At one time there were ninety-two saloons in Michigan City. The brewery was servicing Michigan City, Porter, Chesterton, and Holmesville. There were cold storage buildings, a malt house, and a stable. Next to the stable was a cave for washing barrels. Philip was joined in his business by his sons, Robert and Charles. When their rigs were being driven along the collection routes at night, it was necessary to use lighted, oil-soaked rags behind the buggy to scare away the wolves. A pistol was carried for protection. The brewery was sold to a Mr. Vuhlman in 1913. During World War I it was converted to a cold storage plant for frozen meats for the armed services. Robert Zorn remained with the new owner until 1917. With the advent of prohibition, the brewery produced malt which was sold to farmers as feed for stock. The plant also produced root beer and grape juice. They later added 3.2 percent beer to their products. After the brewery closed, Dr. William Scholl used it as a warehouse for the produce from his many farms. Later the vacant buildings were purchased by William and Ken Fryar of Wanatah. In 1970 Ken Fryar, architect, developed the property for shops and offices. The original spring, which supplied the water in the brewing process, was capped and is visible in one of the offices on the

ground level. The stable, across Ninth Street,[22] was converted to a restaurant and tavern by W. Weidner. Another business, the William Kadow Bottling Works, was established in 1874 to bottle soft drinks and Pabst Beer.

A number of small, varied businesses and industries were established at the close of the nineteenth century. Nourse and Allen set up a knitting factory, in 1884, on Market Street between Spring and Cedar streets. In 1890 Haviland Brothers Transfer and Storage began its long career with horses and drays. At first they moved households only within the immediate area. Later, when the automobile came into use, they began moving "long distance." The company ultimately became affiliated with Allied Van Lines. William Kroening established a moving business at 125 Willard. It developed into a house-moving operation. When Haskell and Barker bought the property between Buffalo and Wabash, Kroening began moving the houses out of the area to other locations. The first year, houses between Fourth and Fifth were moved; the second year, those between Fifth and Sixth; and the next year, those between Sixth and Seventh.

In 1890 the City Council changed the name of Boston Street to Tenth Street. The following year the Summit Refrigeration Manufacturing Company was established by the Brinkmans and the Bluhms. Their 75 employees were making refrigerators which operated with a double system of dry air circulation through the walls of the "box." They were producing other types of coolers, as well. Several years before (1884), the Alaska Refrigerator Company had been located between Green and West Tenth streets, at the Michigan Central tracks. In 1892 the Union Soap Works began manufacturing both laundry and toilet soaps. Beginning in 1886, A. S. Nichols was the agent for the Michigan Salt Company. Cargoes of salt were received from across the Lake and stored in large warehouses. The salt was then transshipped by rail to parts of Indiana, Illinois, Kentucky, and Western Ohio. Another factory, Allen Manufacturing, was producing the Aeolus Bicycle.

A bus line had been running between Michigan City and LaPorte since the period of the Civil War. Carriages from Alf Earl's Livery Stable were used by the bus line. That Livery was at 118 East Michigan Street. It was later moved to West Michigan, at the northeast corner of Washington. The two-story building, built in 1902, had room for one

hundred horses, and storage for sixty tons of hay, fifteen hundred bushels of oats, and one hundred bushels of corn. The business sustained a $4,000 loss from fire in 1906. The following year another fire caused an $8,000 loss, which included the loss of twenty head of horses. Among those were horses belonging to John Barker. An undertaking service had been added to the livery business in 1886. The elegant black hearse, driven by a man dressed appropriately in black, was an impressive part of the funeral procession. Earl operated the biggest "taxi" service in town at the time. His "hacks" were for hire to visitors from out of town and to those citizens of the town who did not own their own horses and rigs. Alf Earl married Jeannette Doran in 1868; their daughter, Hattie, married "Major" George Redpath. Later Earl's brother-in-law, F. H. Doran, operated the business. It was sold, in 1926, to Harley J. Carlisle.

Fleming's Livery was at the northwest corner of Fourth and Washington. McNulty and Sons were located on East Fourth near Pine. They occupied the former First Congregational Church located across the alley from Elston School. Weaver's Livery was in the first block off Franklin on East Michigan. Hartke operated a mortuary at 209 West Ninth Street. In 1876 Ott Mortuary was established on the southwest corner of Franklin and Sixth streets. Ott had a cabinet shop in connection with the funeral parlor. He subsequently moved to West Fourth Street and then to 418 Washington. In 1977 Ott Funeral Chapel was purchased by Lynn Haverstock. Byron Hummer, who had long been associated with Earl, established his own mortuary in 1927.[23] It later became Hummer-White Mortuary. The Chris B. Wilber undertaking parlor, at 713 East Tenth Street, first appeared in the City Directory in 1924-25. It became Wilber and Haas in 1940 and the Haas Funeral Home in 1942. It became Haas-Ehret in 1961; and in 1962, became Parpart Memorial Home. It was no longer listed in the City Directory in 1965. The Root Funeral home opened at 321 East Seventh Street in 1938. It has been continued by the son of the founder. The Coleman-Williams Memorial Chapel was established, in 1958, at 602 Ridgeland Avenue.

Greenwood Cemetery was purchased from Ann Sanborn in 1863. It was a plot of twenty acres "with 'right-of-way' four rods wide to the plank road of Franklin." That right-of-way later became Decatur Street. The first lots were sold August 25, 1864. The cemetery was named for Jane Greenwood; she was the first person buried there that

August.[24] It was prohibited ". . . to bury the dead except in Greenwood." Bodies from the "old cemetery" were still being removed to Greenwood in the late 1870's. In 1881, 20 acres of land, which had belonged to Cornelia Barker, mother of John H. Barker, were deeded to the cemetery. The boundaries finally extended between Tilden and Jackson streets, from Barker to Greenwood Avenue. There were 60 acres in the "old section" and 14 in the "new." In 1882 a non-profit Board of Regents was formed. The first members were: Mrs. J. B. Rogers, Mrs. George Rogers, Mrs. George Staiger, William Feallock, George Johnson, John Lutz, Mrs. W. B. Hutchinson, Edgar Simpson, and N. M. Sharnberg. The latter was designated general manager and treasurer. Twenty-five percent of the purchase price of each lot was set aside for perpetual care.[25] The Calvary Cemetery was established in 1866. Originally the Catholic Cemetery was located at the corner of Boston and Buffalo before it was moved to its present location in Greenwood. Saint Stanislaus Cemetery was located on the south side of Greenwood Avenue, across from the original section of the cemetery. The Sinai Temple Cemetery, established in 1925, was deeded to Greenwood in 1948. The Cemetery Commission designated a Board of Regents as the official controlling body of Greenwood Cemetery in 1922.[26] The Asser El Jadeed purchased a section of Greenwood, in 1929, for members of their society. The Board of Regents purchased additional land, on East U.S. Highway 20, for the Swan Lake Memorial Gardens.

In 1894 the population of Michigan City was fifteen thousand. The "Headlight" Gazetteer reported eleven churches, a convent, an academy, a public hall, an opera house, four hotels, two banks, street cars, gas and water works, electric lighting, a fire department, a telephone exchange, and the Northern Indiana State Prison. The assessed valuation was set at $2,500,000. The manufacturers included: planing mills, lumber yards, flour mills, chair factories, a tannery, and a bicycle factory. Newspapers listed were the Michigan City News, the Evening Dispatch, (both dailies) and Die Freie Lanze, a German language weekly. Details from the City Directory of 1899 included locations of businesses and private residences of the day.*

It was in 1899, at the close of the Spanish-American War, that the town had its first visit from a President of the United States. A twenty-one gun salute was fired from the top of Hoosier Slide in honor of President McKinley, who spoke from the platform of his special train.

*See Appendix II

Banks

The Michigan City Branch bank of the State Bank of Indiana (established in 1839 under the Second State Bank Charter of 1834) liquidated voluntarily in 1858.* In 1853 the Bank of Indiana was founded with C. B. Blair as president. It liquidated voluntarily in 1860 and was replaced by C. B. Blair's Banking House. That bank continued until 1873. Walter Vail came from LaPorte that year to found the First National Bank. Walter's parents came West at the close of the Black Hawk War and, in 1836, settled at Terre Coupee Prairie. Walter was born in LaPorte in 1846, was educated at Earlham College, and served under Admiral Farragut during the Civil War. When he arrived in town, he spear-headed a drive for $50,000 required for the chartering of a new bank. The first Board of Directors consisted of leaders of business and industry in town: H. H. Walker; W. G. Peck, Junior; J. H. and J. R. Winterbotham; D. E. Case; William Schoenemann; and A. R. Colborn. H. H. Walker was its first president and Walter Vail was cashier. The bank moved from its original second floor location at 203 Franklin, in 1878, to 301 Franklin. In 1903 it moved to 401 Franklin and, in 1920, to 515 Franklin. In 1916 W. W. Vail, son of Walter, became president.

A new State Bank, the Lumberman's, was founded in 1888. Philip Zorn was first vice-president and Michael Romel was second vice-president. One of the directors was G. S. Van Deusen who later became mayor. The Citizens Bank was incorporated (1888) under the State Banking law, probably as an outgrowth of the Lumberman's Bank. William B. Hutchinson was its first president and C. E. Arnt was cashier. The latter had been a teller in the Commercial National Bank in Chicago. He had married Amy, daughter of W. B. Hutchinson. Arnt became president of the Citizens Bank. In 1913 it moved from 311 FRanklin to the southeast corner of Fifth and Franklin streets. Arnt continued as president until 1946.[27] In 1962, when forty thousand shares of stock were sold to the public, the Arnt family gave up their control of the bank. A fire in the annex, in 1972, caused considerable damage to the building. During the re-building and expansion process, the old Tivoli Theater building was demolished. The Citizens Bank moved into a new building at Fifth and Franklin Square in 1974.

*Oglesbee, History of Michigan City has good material on early banking.

In 1909 Alexander Boyd and his son-in-law, R. F. Garrettson, founded the Merchants National Bank at 505 Franklin. Boyd was president. He had married Edith Culbertson in 1885. Their two children were Grace (later Mrs. R. F. Garrettson) and a son, William. The Merchants Bank moved to larger quarters in 1926. In 1931 R. F. Garrettson, Senior, became president. He was succeeded by his son, R. F. Garrettson, Junior, in 1958. In 1962 the Merchants National and the First National Banks merged. W. W. Vail became chairman of the Board, and R. F. Garrettson, Junior became president. That First Merchants National Bank moved into new quarters on Franklin Square in 1976. The building and parking lots extend from the southwest corner of Fifth and Franklin Square to Washington Street.

The Michigan City Trust and Savings Bank was incorporated in 1903. The financial crash, in 1929, resulted in mergers and liquidation of some banking houses in the area. The Michigan City Trust and Savings Bank had merged with the First National in 1937. The Peoples State Bank, which was founded in 1925, closed in 1937, and was completely liquidated, in 1938, with no loss to its depositors. The Michigan City Loan and Building Association, which was founded in 1885, became the Michigan City Savings and Loan Association. In 1979 it was located at 2000 South Franklin Street. The First Federal Savings and Loan Association of LaPorte County was founded in 1926. One branch is at 720 Franklin Square and the second at 3710 South Franklin Street. The First Federal Savings of East Chicago came into the community in 1975 and was located in Marquette Mall.[28]

City Government and Services - Fire Department

The original fire company was a volunteer group like those in all small communities of the time. By an ordinance of September 17, 1836, the Council had established a fund to build an engine house for a fire engine. It was to be located on the square, opposite the post office. The regulations for fire protection of dwellings were detailed and specific.* In 1861 the Liberty Hose Company Number One was located on West Fourth. The Harbor City Company Number One was formed in October, 1877, and the Germania Number Two that same year. To be a member of those early hose companies was a mark of social prestige. The names of the volunteer groups have an almost poetic sound. There was the Tempest House Number One, and the Active Hose Number Three,

*See Chapter 3

Liberty Junior Number One, and Young Americans Number One. The regular fire force, in the employ of the City, was inaugurated in 1881. Because the town had grown to the south, the Young American was housed in a station at Tenth and Franklin. That same year, in October, the Osceola Hook and Ladder Company Number One moved into the fire house on West Fourth Street. Two years later the Phoenix Hose Company Number Four was located at Second and Center streets. Haskell and Barker Car Works had companies Three and Five at Sixth and Wabash. Esprit de corps was maintained through picnics, parades, and races between rival companies. An account of a resident described a hose cart carnival held on Franklin Street in the Eighties. All cities of Northern Indiana competed in a race down Franklin Street from Seventh past the Post Office. Prizes were awarded to the men who pulled their equipment over the course with the greatest speed.[29] Originally the alarm for a fire was sounded by the ringing of the church bells and the call of "Fire!" by those who first spotted it. Later as the system was "modernized," fire alarm boxes were installed on telegraph poles in strategic places. When the hook in the alarm box was pulled, the alarm registered in the fire station. The noise and excitement of the run was enough to encourage small boys, and even men, to register a false alarm just for the excitement of the thing. Electric fire alarms were installed in 1887.

The first steam fire engine, Protection, was purchased March 26, 1883. It required three men to operate the hose wagon: the driver, the stoker and the engineer. When the alarm was sounded, an automatic gate opened, a cord dropped the harnesses, and the horses rushed into them. The harnesses were "quick hitch" with snap collars. Little time was wasted in getting the horses ready for their runs. The firemen jumped into place, a cord was pulled, the outer door rolled open, and they were off! A torch was used to ignite the excelsior which in turn ignited the coal as it was added to the fire beneath the boiler. The stoker whistled when he needed more fuel fed from the coal wagon. It was enough to draw a crowd when the steamer went clanging down the street belching steam, fire, and sparks. Often sparks from the steamer ignited small fires along the way as it proceeded to the scene of the "alarm" fire.

The Chief's light wagon, drawn by his dapple gray, Madge, led the way, his bell clanging as they dashed to the fire. The name of the horses that pulled the hose wagons

Courtesy Old Lighthouse Museum

NIP AND TUCK WITH STEAMER - MICHIGAN CITY FIRE DEPARTMENT

were well known. Tom and Jerry pulled the wagon at Tenth and Franklin for years. When a "steamer" was added to their equipment, that team was named Nip and Tuck. The Fourth Street team, pulling the steamer, was Fire and Water. The hose wagon team was News and Dispatch, names of the local newspapers. In 1922 a farewell run of the old horse-drawn steamers and hose wagons was made the length of Washington Street. The well-loved mascot, Toby the Dalmation, died in 1940. One of the original shoe shine boxes was preserved in the Central Fire Station on Fourth Street. The steamer that had been purchased in 1908 was presented as a gift to the prison in 1920. The steamer, Protection, is memorialized in a chrome-plated ornament on top of the Observation Tower in Washington Park.

The first paid fire department in Michigan City was temporarily under a Captain Smith of South Bend, assigned on May 1, 1905. Later that same year Charles Schlundt, Irwin Bauman, and James Garwood shared the position of chief. A new building was erected on West Fourth Street in 1909; it was demolished in 1955 and replaced by a modern station. The first motorized equipment was used in 1918. The station at Tenth and Franklin was closed in 1923. Two years later Station House Number Two was built at Grace and Michigan and Station Number Three was located at Grant and Eighth streets. By 1927 the entire department was completely motorized. As the town grew, Station Number Four at Coolspring and Wabash was added; Number Five was located on Washington Park Boulevard; and Number Six was on Karwick Road in the Lakeland area. Mayor LaRocco dedicated a new station house on East Michigan Boulevard and Carroll Avenue in 1979.

The fire chiefs' names, beginning with the first volunteer, Ed Valentine (1861), are listed through September, 1875, in Greaves' manuscript dated 1972.[30] All of the chiefs, beginning with the first paid professional fire department under Chief Smith, are also listed in the manuscript. In 1949, under the terms of Acts of the General Assembly, 1937, as amended in 1945, a Fireman's Pension Fund was established in the city.[31] Volunteer departments have been organized outside the Corporation limits in Long Beach, Beverly Shores, Michiana, and in Center, Coolspring, and Pine townships.

The city itself was threatened by a spectacular fire at the Haskell and Barker Lumber Yard in July, 1913. Fire companies from Hammond, Gary, LaPorte, and South Bend were called to assist local units. Dynamite from the Aetna Powder Plant, east of Gary, was used to control the blaze. Finally two engines and seventeen men from the Chicago Fire Department arrived to fight the fire. In order to keep the fire from spreading, volunteers were hired, at 50 cents an hour, to load lumber on freight cars. This was done to clear a gap 150 feet wide between the stacks of lumber. Neighboring houses were protected by covering their roofs with wet blankets. Half the lumber yard was destroyed before the blaze was finally brought under control.[32] Other large fires in town were the Michigan Central Depot fire in 1914, the amusement concessions in the park two years later, and the Water Works fire in 1922.

City Government and Services - Police Department

The minutes of the first Council meeting named among others elected to city positions, "High Constable Hiram Lawson." There were no special provisions for police control of a city prison until April 19, 1859. At that time an ordinance was passed which contained detailed provisions for a police force, mayor's court, and city prison. In May of that year a work house was established. In 1877 the work house was moved to a north room on the first floor of a brick building on the southwest corner of the Public Square.[33] Two years later the Council provided for a regular paid police force. After the County Circuit Court building was built, on the northwest corner of the former Public Square at Michigan and Washington, the city jail was moved to that building. A sale of bonds for the construction of a city police facility was authorized by the Council in 1963.[34] The police headquarters and city jail moved to that facility in the Beachway area at 102 West Second Street. Cannon, Loring, and Robb History of the Lake and Calumet Region of Indiana (1927) has a good summary of the early history of the legal profession, the bar, and the courts of Michigan City.

City Government and Services - Water

The town pump, at the corner of Fourth and Franklin, (still used as late as 1865) and the three cisterns used for fire protection* constituted the city's early provision for

*See Chapter 3 p. 101

water. Most residents had their own wells and cisterns. Jonathan and Horace Burr conceived the idea of piping water from springs between Spring and Cedar streets near Michigan to a point near the Jewell House on Franklin near Fourth. They erected a tank and a windmill. Concrete pipe was laid to a point near the Jewell House. Unfortunately the concrete pipes were porous and the water never arrived at its destination![35] The Michigan Central Railroad allowed the city to pump from a deep well near the dock beside their shops. That water was stored in a tank on East Tenth, just off Franklin Street. Subscribers could then have water piped to their homes. April 27, 1875, an ordinance was passed providing for the construction of a waterworks to provide water for both domestic and fire purposes. Bonds were sold for the improvement of the water plant in 1887. A complete water system, including pumps and other machinery necessary for its operation, was installed. That property was deeded to the Hays Corporation in 1930 when it was no longer needed by the City. The Lake Michigan Water Company was granted the water franchise for the city, and the plant was established on the north bank of the harbor within the Park area. The City Engineer's office took over its operation in 1909.[36] The property had been purchased by the City for $53,000. The city was considering the sale of the water works to an out-of-town private company. That proposed sale was hotly debated all over town and in the City Council. Finally, on motion of W. C. Haviland, the City Council voted to continue the water works under municipal management.[37]

The water works whistle came to be a familiar sound in town. It was the official town "curfew." It was blown at nine o'clock each night to warn all young people to be off the streets. Five blasts of the whistle gave warning to the citizens that there were intake problems at the plant. Another familiar whistle was the one at the State Prison where they had their own fire whistle. Routines inside the prison walls were signaled by whistle blasts throughout the day. Before the government fog horn was installed at the pier, a whistle at Rawson and Root, at the west side of the harbor, gave warning signals to boats off shore during fog. During the time when the Haskell and Barker and Pullman companies were in their heyday, their whistle regulated the town. One whistle at twelve noon signaled lunch time, another signaled the end of the lunch hour, and still another was blown at quitting time. When the long-short-long blasts were heard, everyone knew that a fire had broken

out inside the plant. By 1980 the only whistle in town was the lonely sound of the automatic fog horn heard through the fog at the harbor.[38]

City Government and Services - Sewers and Sanitation

Open water courses and culverts at the cross streets constituted the first drainage system in town. It was not until 1873 that the first underground sewer was constructed along Franklin Street. In 1881 sewers were put along Washington and Pine streets and the following year along Spring Street.[39] Romel Ditch, which followed the old bed of beautiful Cheney Run, can long be remembered, but not for its beauty. By the second decade of the twentieth century, it had become an odoriferous open sewer. An ordinance was passed, October 1, 1932, for a Sewage Treatment Plant.[40] In April of the following year, the Filtration Plant was constructed with funds received under the Works Progress Administration - a Federal project set up during the Depression.[41] As the city limits of Greater Michigan City have been extended, the sewer and sanitation department has continued to expand.

City Government and Services - Streets and Street Lighting

Franklin street was first planked in 1850. That planking continued in use until 1887, when the main street was resurfaced with cedar blocks.[42] Those blocks were cut and prepared by W. B. Hutchinson at his plant just off Franklin Street beside the harbor.* Brick paving was first used on Franklin Street in 1897. A few of those old brick paved streets still remain in 1980. At the turn of the century, all crossings and buildings were numbered with a uniform decimal system. Advertising along the public streets within the city limits was prohibited.[43]

An Ordinance, in 1906, listed the following license fees for vehicles "drawn upon the streets of Michigan City": Wagon or truck used for hauling oilers, engines, machinery . . . drawn by four horses or more - $15. By two horses - $10. Wagon or truck for logs, lumber, brick or ice drawn by two horses - $10; one horse $5. Omnibus with four horses - $5; Tallyho drawn by two horses - $8; omnibus by two horses - $5. Tallyho drawn by four horses - $10. Wagon or cart

*Examples of blocks and pictures of the paving operation are at the Old Lighthouse Museum.

Courtesy Old Lighthouse Museum

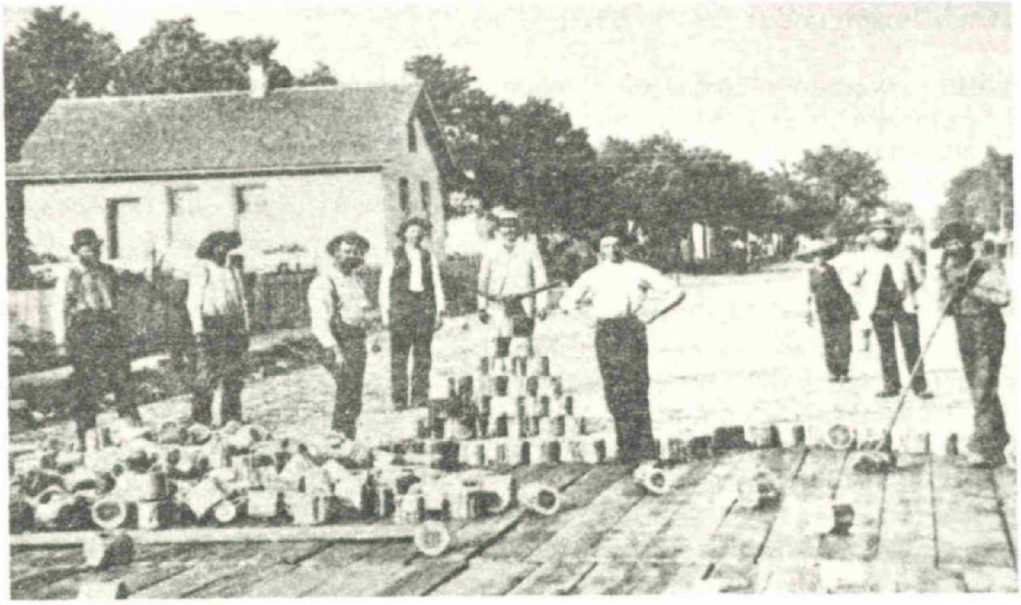
FRANKLIN STREET AT FRONT STREET SHOWING PLANKED SURFACE

by two horses - $10; one horse - $5. Furniture cart by two horses - $10; one horse - $5. Sprinkling cart by two horses - $10; one horse - $6. Hack or hackney by two horses - $3. Barouche, coupe, rockaway, trap or surrey wagon by two horses - $2.50; by one horse -$1.50. Horseless carriage or automobile - $5. Sulkey - $1. Two horses not above mentioned - $2; three horses - $5; four horses - $10. Bicycle except children under 14 - $1.

In 1898, Roman Eichstadt made Michigan City's first horseless carriage in his bicycle shop. The first factory-built automobiles were owned by O. W. Leeds, Norton Barker, and a Mr. Kerschke.[44]

A franchise for gas mains and for fuel and lighting was granted by the Council in 1878. Two years later N. F. Cleary laid pipes for the city. By 1881 I. H. Miller had been granted the right to construct a gas works and to lay pipes, for private use and for street lighting, from the Michigan Central tracks to Tenth Street. An early gas works building was still standing on West Fourth Street in 1980. In 1885 a representative from the city visited Terre Haute and reported favorably on the electric street lighting there. A sum of $75,000 was appropriated for equipment to run forty-five lights down Franklin Street. That electric street lighting was first used in 1886. The city sold the franchise to Michigan City Light and Power in 1902. Those first street lights were used only from dusk until 1 a.m. "on nights when the moon was dark." A cable was laid under Trail Creek to supply lights for "Canada." The whole area was plunged into darkness when a passing boat cut the cable. The cable was then run across the Sixth Street bridge. Each time the bridge was raised for passing boats, a switch turned off all the lights in "Canada." They came on again when the bridge was closed.[45] In 1926 many small gas and electric companies in Northern Indiana were merged to form Northern Indiana Public Service. They erected a generating plant on the site of Hoosier Slide along the west side of the harbor. The first ornamental overhead street lights were installed by Northern Indiana Public Service in July, 1932.

The first city street cars were drawn through the streets by horses and mules. Two well-remembered drivers were Sammy Murdock and Jerry Knight. They had the prison run. The prison line was particularly important during the times when excursion trains were bringing sight-seers to



Courtesy Old Lighthouse Museum

LAYING CEDAR BLOCKS OVER PLANK STREET

take tours through the prison. Those trains stopped at Ninth Street to give the street car line the excursion business.[46] Those new street cars were such a novelty that school children were dismissed from school to ride them out to the prison. The local press, in 1887, stated that the street car lines were working twelve horses. "Mule cars must go!" was a headline in the Michigan City Dispatch on July 1, 1891. That same year the city line was taken over by the Lake Cities Electric Company. The street cars eventually had three routes through town: one down Franklin Street to Ninth, east on Ninth, and out Michigan Street as far as Carroll avenue; a second, to the prison, followed Franklin to Ninth, west to Willard Avenue, and south to the main gate of the prison; the third went straight down Franklin to the edge of town at Coolspring Avenue. The cars ran every fifteen minutes. As more people owned their own automobiles, business on the City Lines declined and service was finally discontinued in 1930.* In July, 1932, a franchise was granted to Edward Valentine for a city bus line. Fare was 7 cents, or four tokens for 25 cents. During the school year, children could ride for 5 cents. In 1937 the Yellow Transportation Company was operating bus service. In 1955 the city entered into a lease agreement with Bonfield Motor Company for operation of the bus lines.[48] Eventually the bus service was taken over by the city. It, like most similar operations, was beset with financial problems and, by 1970, was having difficulty providing adequate conveyances to accommodate the public. Six buses were purchased, in 1979, with Federal, State, and City funds.

Public Utilities - Telephone and Telegraph

The Erie and Michigan Telegraph was granted permission by the City to erect poles within the city limits as early as 1847. By 1870 messages were being relayed from Michigan City to Chicago by wires along the Michigan Central; the Lake Erie and Western; and the Chicago, Indianapolis and Louisville railroads. Poles were erected within the city by the Atlantic and Pacific Telegraph in 1872; Doran was appointed manager for the company. During the Columbian Exposition in Chicago, in 1893, the Atlantic and Pacific established an office at 224 Franklin with Farnsworth as manager. It became Western Union in 1895. Western Union moved into an office with American Express; then to the Vreeland Hotel; then next door to Becks at 205 Franklin; and in 1904, to 303 Franklin - again at the American Express

*See Chapter 2

Courtesy Old Lighthouse Museum

FRANKLIN STREET NORTH FROM FIFTH

office. Some of the memorable news stories that were sent over Western Union to the local newspapers at the turn of the century were: the gruesome Belle Gunness murders near LaPorte (1905), the Hagenbeck-Wallace Circus train wreck at Porter, the Eastland disaster, and the prison break of the Dillinger Gang. Outgoing stories included the great Haskell and Barker lumber yard fire, results of the annual Columbia Yacht races,. local election returns, and results of the boxing matches in the Sky Blue Arena. As communications improved, news items of significance were flashed on the screen of the local Vaudette theater and other movie and vaudeville theaters. Before the days of electric clocks, Western Union installed a series of clocks along Franklin Street between the Michigan Central depot and Eleventh Street. The clocks were set daily at 11 a.m. by Naval Observatory time. Western Union and Postal Telegraph merged in 1944. Subscribers to local newspapers, who had not received their evening papers on time, could call Western Union and ask that the missing papers be delivered. That service was usually quite prompt. Western Union performed many other personal services, including the delivery of singing telegrams on the occasions of anniversaries or birthdays.

In 1879 the first telephone company in town, Central Union, was located on the southwest corner of Second and Franklin streets. There were fifty-eight listings in their first directory. In 1884 a second company, the Merchants Mutual Telephone Company, was located at the rear of a building at Fifth and Franklin. William Blinks was president; Philip Zorn, vice-president; W. B. Hutchinson, secretary; G. Van Deusen, treasurer; and R. H., Taylor, manager. In the early days of Central Union, every long distance call to the West went over iron wires through a relay station at Chesterton. Calls to the South went through the relay at LaPorte. During the time when both companies operated in town, confusion reigned. Subscribers to one company were unable to call those having a phone with the rival company. In many cases businesses had both systems to accommodate their customers. Another solution to the problem was to hire runners to carry messages from one line to the other.[49] At the time the two companies merged in 1908, there were nine hundred subscribers in town. When Bell became the sole company, their offices were located at Sixth and Franklin streets and their plant was at 118 East Eighth Street. In 1973 the office was located at 601 Franklin Square and an addition was built at the plant on

East Eighth Street. By 1978 the total number of phones listed in Michigan City had reached forty thousand.

Health and Medicine

Dr. J. W. Chamberlain and Dr. Lee H. T. Maxson are the first physicians mentioned in early accounts of Michigan City. Another pioneer physician was Dr. Henry Schultz who arrived in 1849 - the same year as the great cholera epidemic in Chicago. At that time many people fled to Michigan City to escape the dreaded disease. Dr. Mason Sherman arrived in 1852 and at first spent much of his time as part owner of Sherman, Haskell, Aldridge and Company. Later he devoted full time to the practice of medicine. The City Council provided for a Board of Health, April 25, 1866.[50] Dr. David T. Brown arrived in town shortly after his discharge from military service at the time of the Civil War and was appointed Surgeon to the Michigan Central Railroad and LaPorte County Coroner. That same year (1869) Dr. Lewis H. Sovereign, a Canadian, came to town.

Dr. A. G. Tillotson was probably one of the first natives of LaPorte County to practice medicine in Michigan City. He opened his office in 1872. He was the son-in-law of Dr. E. G. Blinks. The two men opened the Tillotson and Blinks Hospital in 1897.[51] That two-story red brick building, the first in Michigan City to be built as a hospital, was located on Sixth Street between Washington and Franklin streets. It closed in 1910. Dr. Walter Godfrey and Dr. G. J. (or C.J.) Bentley were both graduates of the LaPorte Medical College.[52] That college, which had opened as LaPorte University in 1840, became a medical school in 1846-47 with an enrollment of 104 students. Dr. David Tollchiff, whose father was a Seneca brave and whose mother was a Potawatomi, was an interesting early physician. He had left his father's tribe at seventeen and moved to Kansas, where he was official interpreter for the government. After obtaining his medical degree, he served as Surgeon for the First Michigan Sharpshooters during the Civil War. Dr. S. B. Innes opened the first Sanatorium in Michigan City in 1878.[53] However, no information is available concerning that clinic. Dr. Alexander J. Mullen, Jr. entered medical practice in 1878 and on August 24, 1892, opened the first hospital in Michigan City. The building, at 409 Washington, had been the residence of Caroline A. Holliday since the 1870's. Dr. Mullen used that house as a

residence, office, and hospital until his death May 4, 1897. His practice was taken over by Dr. John Kerrigan. The building was demolished in 1980.

The Sisters of the Order of Saint Francis, Lafayette, opened Saint Anthony's Hospital in a private home on Sixth Street. With a gift of a square block of land from Lydia Bluett and a $10,000 donation from Mrs. John Barker, they were able, in 1904, to build a twenty-five bed hospital at the corner of Ripley and Wabash streets. In 1920 it became a fifty bed hospital. An addition to the original hospital was dedicated in 1925 and opened with one hundred beds the following year. Saint Anthony became a two-hundred bed hospital with the addition of more rooms in 1967. By 1967 it was operating with a staff of 525. In 1978 the original hospital building was demolished and all activities were continued in the more recently built portion of the hospital. The Michigan City Clinic was opened by Dr. Brooks, in 1921, at the southwest corner of Fifth and Pine streets. Five years later it moved into a larger building. In 1958 it was purchased from Dr. Brooks by Dr. M. L. Bankoff. It was further enlarged and, in 1963, became the Memorial Hospital. Dr. Frank Warren, born in Otis in 1875, practiced in Michigan City for several years before he opened the Warren Clinic. In 1925 it was located in the Warren Building, between Seventh and Eighth streets on the west side of Franklin Street. The building also housed the sixty-seven room Red Apple Hotel, the Red Apple Club, and the Tokay Garden. In 1946 the Warren Hospital, on the fifth and sixth floors of the Warren Building, became the Walters Clinic. After the Clinic became Walters Hospital, a new hospital was built, in 1963, at 3714 Franklin Street.

Nursing Homes came into Michigan City during the period that they were developing in communities across the country. Schofield's Nursing Home began operating at 602 Spring Street about 1950. In 1974 it became Wedow's Nursing Home. Beach Cliff Lodge opened as a Nursing Home in 1963, at 1001 Lake Shore Drive. Lakeside Health Center opened the following year at 802 East U.S. Highway 20. The Red Oaks Nursing Home opened at 901 South Carroll Avenue in 1967; and, in 1972, the Woodview Rehabilitation Center was dedicated at 1101 East Coolspring.

Business and Industry Prior to World War II

The Frederick H. Burnham Company, at 1602 Tennessee, was still operated by the founding family in 1980. The company had been manufacturing gloves and mittens since 1902. They were attracted to the town by the available laborers who were experienced in glove making. In 1918 the Burnham Company purchased Tecumseh Facing Mills. By 1938 they had grown and expanded into three buildings which covered 40,000 square feet of space. During World War II they opened a small plant in Missouri and reached their peak employment of 250 employees. In 1980 they were operating a plant in Knox County, Missouri, in addition to the one in Michgian City. Their most popular items are cowhide and deerskin gloves, some with lambs wool linings. They also make cotton and man-made fiber gloves. They produce ear muffs, baseball gloves, and gloves for pineapple pickers for use in tropical countries. A by-product of their operation is scrap leather - sometimes as much as three to five tons a week. In the early years of this century, their scrap was dumped on the sand streets adjacent to the plant. There it served as leather paving. In addition to the two or three hundred different products that they manufacture locally, they import and sell dress gloves in their retail outlet store. There is one leather cutter who has been with the company for sixty years. Eleven women have worked in the plant for fifty years or more. One family represents 151 years of service at Burnhams.[54]

In 1905 the Michigan City Paper Box Company was founded by the Hoodwin family. It was located at the corner of Detroit and Pine streets. It was still operating there in 1980. Other businesses of that era were Krueger Sign and Advertising, established in 1908; Redding and Boss Coal and Draying, in 1910; Schmock Brothers Coal, Sand, and Gravel, in 1912; Portis Hats, 1914; Sanitary Dairy, 1915. In 1916 the Excelsior Bicycle Company established their manufacturing plant at the corner of Williams and Kentucky streets. Their 150 employees made several hundred bicycles a day. They closed their Michigan City facility, in 1970, to return to the parent plant in Little Falls, New York. Karpen Brothers Furniture purchased the Ford and Johnson plant in 1916 and, during their peak years, employed more than six hundred workers. They were second only to Haskell and Barker in the number of employees in Michigan City. The Karpen Brothers operation was phased out and closed during the late twenties and early thirties. Perfection Cooler was opened in Michigan City in 1917.

Some of the businesses which flourished in the downtown area between 1913 and 1917 giving Franklin Street a "main street" status were:

Tyrell Hotel and Restaurant	121-23 Franklin
E. Blomquist Painting and Decorating	301 Franklin
Hobart and Hunt Cigars and Billiards	303 Franklin
Michigan City Fruit Co. (Joseph Matassa)	306 Franklin
Buehler Brothers Meats	308 Franklin
O. A. Wellnitz Groceries	*320-22 Franklin
Zeese and Donnelly (Dry Goods)	409 Franklin
F. L. Voss (Harness, trunks, leather goods)	414 Franklin
Moritz and Son Clothing	417-19 Franklin
Walter Mellor Jeweler	517 Franklin
Harry Shon Clothing	527-29 Franklin
Imperial Cloak and Suit (Landwirth)	Northwest corner Eighth & Franklin
A. F. Korn Piano House	609 Franklin
Paris Fashions (Stein)	Seventh & Franklin
A. C. Reicher Florist	Southwest corner Opera House Building
Albers Bakery (Albers Pride Loaf)	829 Franklin
William Miller Meats	Tenth & Franklin

Other long-standing businesses were Flotow and Lindeman Hardware at 503 West Tenth, R. F. Krueger Groceries at 1313 West Tenth and Finske Floral Grocery. Joseph Bojewitz (horseshoeing, blacksmithing, painting of automobiles) was at Fourth and Washington; Standard Bottling Works (Dick and Luchtman) was on East Michigan; and Paul Music Company was advertising the new Edison, Diamond Disc phonographs, player pianos, and coin operated pianos and orchestras.

Willard Avenue became the business district for the West Side in the years prior to World War I. Patrick Burns, who had lived at the foot of Hoosier Slide, bought what later became the Burns Addition in 1856. Kilgovern,** as that Irish neighborhood came to be called, also had the Cassidys and the Donnellys as early settlers. Carlon Cassidy owned land on Willard between Tenth and Grant. His first home, on the banks of Fish Lake Creek, still stands on the corner of Tenth and Grant.*** Peter Donnelly's acreage, which later became the Donnelly addition, included the old athletic field west of Willard and south of Tenth Street.

*F. A. Sieb Grocery was at 321 Franklin

**Derived from the Gaelic Kilgubbin according to Dorothy Burns

***See Chapter 3 (p. 108).

There is a street named for Donnelly in that neighborhood. By the close of the nineteenth century, a second wave of newcomers gradually absorbed the area. The German names of businesses there bear witness to that fact. Kroening's Moving Company* was at the corner of Fourth, at 123 Willard, across the street from the car factory dump. The latter became the Fourth Street playground. Semaha Confectionery was at 211 Willard; Bartels and Goodman Saloon was at 223; and Sabty Barber Shop at 220. Hirschman's Tavern was at the northwest corner at Seventh. That well-known German restaurant and tavern continued in the family until the 1970's when it was sold by Norman Schaviak. Charlie Glafcke's Grocery, at 325, was between Seventh and Eighth; it was later Wolgast's Grocery. Across the street, on the east side, was a brick building housing a shoe repair shop belonging to Charles Schlunz (later Fabian's). Ohming and Burns Drugs was at 327 Willard. Wilke's Bakery was at 401 Willard. Munning's Grocery was across Willard on the northeast corner. Manthey Confectionery was at 403 and Burns Dry Goods was at 405 Willard. The Willard Theater (movie) was built by Burns at 407 Willard. Geister's Saloon was on the northeast corner at Ninth Street. A dance floor and the KAC Club rooms were on the second floor. The KAC was the Kilgovern Athletic Club. Geister's later became Breining's, then Goch's, and then Biggerstaff's. Fred G. Krueger built several stores on the northwest corner at Ninth Street - with "flats" above. The grocery was at the corner and the meat market just to the north. At one time the market was operated by John Ginther. Charlie Swanson bought the butcher shop in 1916. It later belonged to Linde.[55] Speckien Cigar Manufacturing was at 509 Willard. The City street car company maintained a building at the corner of Green Street and Willard Avenue. In 1909 the National Guard was housed there while they were repairing the prison wall. The wall had been damaged by a tornado.[56]

Most of the residents on the West Side worked in the car shops (Haskell and Barker), the chair factory (Ford and Johnson), and the shirt factory (Reliance Manufacturing), or at the prison. There was no church in the neighborhood until Sacred Heart was dedicated in 1917. The German and Irish members of the community walked "across the tracks" to Saint Mary's and to the German Lutheran and German Methodist churches.

*See Chapter 4 page 138

When the United States entered World War I in 1917, the citizens of Michigan City, like those across the country, plunged headlong into the war effort. Company G of the First Infantry of the National Guard was the first to leave on September 7, 1917. In November, twenty-six local men of Polish background left to join the Polish army in France. At home women became involved in Red Cross volunteer work. They were preparing bandages and following directions for aviators' helmet liners, socks, wristlets, scarves, and sweaters. School children collected tooth paste tubes and tin foil. Peach stones were collected for gas masks. Men were searching for walnut trees to get wood for gun stocks. Popular songs of the day like "Over There," and "Goodbye Broadway, Hello, France" were heard everywhere. "K-K-K-Katy" became the rage in sheet music at the 5 and 10 cent stores. In November, 1918, when the Mayor of Michigan City, German-born Fred C. Miller, was in Washington, D.C. on business, he was detained under the Alien Law. That law had been passed during that period of patriotic frenzy. His difficulties arose because he was not a naturalized American citizen. People in Michigan City who had German names and spoke German tried to ignore those facts for fear of being considered "pro-German." The men at home were active in Liberty Loan Drives. Each of the five drives had set high goals for raising money to help in the war effort. Rallies were held in club rooms, theaters, and at outdoor meetings. They were designed to persuade people to put the community "over the top." Pledges were made publicly at those meetings in the midst of spell-binding orations and patriotic music. Children in school bought 25 cent Thrift Stamps which could be converted to $5 War Bonds. Michigan City subscribed over $3,000,000 in War Bonds.

When the war ended, the sum of $300 was appropriated to finance a celebration to honor the soldiers, sailors, and marines who were returning from "over there." The festivities were scheduled for "Liberty Memorial Forest Preserve Park,"[57] later known as Krueger Memorial Park. The newspapers of June 12, 1922, reported that the John Franklin Miller Post of the American Legion had received forty thousand packages of poppy seeds which had been picked by thirteen hundred Belgian orphans. Poppy seeds were being delivered to every Legion Post in the United States to be planted as memorials to the war dead.

The Michigan Central Railroad moved its repair shops to Niles, Michigan, at the close of the war. Two hundred vacant houses were added to the already growing number of vacancies in town. Michigan City had become virtually a one-industry town. When business was down at Haskell and Barker, the townspeople suffered real financial problems. There were fifty vacant stores and three hundred vacant houses in 1918. Joe Hays, founder of the new Hays Corporation in Michigan City, organized the Michigan City Chamber of Commerce. Leon Kramer was the first president; Jacob L. Staufer, vice-president; and George T. Vail, treasurer. The board of directors were Hays, Louis W. Keeler, Walter W. Vail, John R. Abbott, and George O. Redpath. Their first office was on the second floor at Seventh and Franklin. Their zeal seemed to turn the town around. Beginning in 1918, twenty-six new industries were brought to Michigan City. Among them were: Smith Brothers Cough Drops; Weil-McLain (boilers and heating equipment); Bromwell (wire brushes and other wire products); Blocksom (curled and rubberized hair for upholstery and other purposes); Josam (drains and plumbing equipment); Sullivan Machinery (mining machinery and compressors); Royal Metal (furniture); Society Lingerie; Arno (adhesive tapes); and C. A. Dunham - later Dunham-Bush (heating equipment).[58] The Sullivan plant, called "the million dollar plant," was located on a 120-acre site bounded by Greenwood and Coolspring, Jackson, and Woodland. The Smith Brothers Cough Drop factory was located at the entrance to Washington Park, north and west of the Franklin Street bridge. They manufactured both menthol and licorice cough drops. Their beautifully landscaped grounds were used for drying cotton sails on yacht race days during summer week-ends. By 1921 they were employing sixty persons, twenty of whom were women. They closed their "western" plant in Michigan City in 1962.

The Chamber of Commerce worked for an appropriation of twenty thousand dollars for harbor improvement. They promoted the building of the Sherman Apartments on East Tenth Street. It was the first apartment building in the city. In 1921 private citizens raised $1,000,000, through the sale of bonds, to finance the building of the Spaulding Hotel. Originally it was six stories high, but after a few years a seventh and eighth floor were added. The town was being featured as a resort city, as well as a manufacturing town. The new Dunes Highway, to Gary, promoted tourism in the area. In one twenty-four-hour period, 26,000 vehicles were counted passing the prison curve on the new highway. The Oasis Ballroom was thriving in the Park, and excursionists

were paying $1 for the round trip across the Lake from Chicago. Seven hundred new households moved to Michigan City and thirty new stores were opened. It was truly the "golden age" of Michigan City. Between 1917 and 1922, the annual payroll increased from $4,000,000 to $8,000,000.*

On July 25, 1921, the citizens of Michigan City were persuaded to adopt the Commission-Manager form of government.[59] It was the only city in the state to have such a plan.[60] An ordinance was passed to set up a nine-member City Planning Commission. W. W. Pepple was chairman of a committee to select five lay members and four city officers for the new board. C. E. Arnt was the first president of that commission. A. R. Couden was the first City Manager while William F. C. Dall was Mayor. Two new retail businesses appeared on Franklin Street that year. John Erickson opened Olsen and Ebann Jewelry, at Sixth and Franklin, and the Spychalski Market opened at 1702 Franklin Street. During the Depression, Spychalskis "carried" many customers who were unable to pay their grocery bills. One account, which was opened in 1931, was not finally paid until 1948. The market was still making house deliveries in February, 1976, when it finally closed.

Those were the days of "bath-tub gin" and "moonshine" raids. According to a headline in the Michigan City News of January, 1922, Big Bill Thompson was about to seek re-election as mayor of Chicago. According to another headline in that same paper, "Officers find moonshine whiskey in a home on North Franklin Street." Another item stated that "two quarts of 'white mule' were confiscated on East Second Street." The new Spaulding Hotel was the scene of many state and area conventions. In August, 1922, the News reported that four thousand Elks were in Michigan City for a two-day state convention; their headquarters were at the Spaulding. At that time, the Majestic Cafe was just across Michigan Street from Leusch's. Later Brownie's Restaurant replaced the Majestic. Just south of the Majestic on the west side of Franklin was Hobart and Hunt Billiard Hall. Next door Coney Island was offering hot dogs for 5 cents. In the same block, Darby's Auto-Market sold groceries, meats, fruits, and sundries. The City Council had changed the name of State Street to Chicago[61] and had established a Department of Forestry for Michigan City.[62]

*See Appendix III for information on Chamber of Commerce.

In 1925 the population was twenty thousand. The business district extended approximately as far as Barker Avenue. There were many people who still went out south on Hitchcock Street, past the prison, to get water from the spring and flowing well near the curve north of the present Chesapeake and Ohio tracks. Funds had been appropriated by the Michigan City Council, in 1924, for a garbage reduction plant.[63] That same year, Trail Creek had voted to incorporate.[64] The Planning Commission published an ambitious and carefully prepared "Michigan City Plan" which stated:[65]

> . . . . the natural topographical advantages of the territory surrounding the city would retain their attractiveness for future residents . . . . The analysis of the situation would therefore indicate that the main effort of the city should be directed towards the creation of an outstanding residential community with a secondary mission of developing light industries unobjectionable to surrounding residences . . . .
>
> On account of the probable growth which may be expected in Michigan City within a few years due to the influence of the Calumet District, it is quite apparent that plans must be made to cover a territory far in excess of what would ordinarily be considered.

Zoning districts were established in April, 1926 and the first map of the districts was prepared. An Ordinance in 1929 provided that certain streets and alleys on the west and north sides of town be vacated for a right-of-way for the New York, Chicago, and Saint Louis Railroad (Nickel Plate). That was one of the last such actions taken by the City Council. That same year (1929) the General Assembly, declared the City Manager form of government null and void and the City returned to the mayoral form of government. Fred C. Miller became Acting Mayor and Charles Luchtman became Clerk.[66] A story appeared on the front page of the local paper advising the city's citizens that a wrecked "booze" plane was sighted in the Lake off Michigan City.

Wolens and Ruby came to town, in 1922, from Chicago where the parent plant had been founded in 1916. They incorporated as Hoosier Factories, in 1924, for the manufacture of men's overalls and work shirts. Beginning in 1931 they were offering men's fashions. In 1955, as Jaymar-Ruby, they were manufacturing Sans-a-Belt slacks and coordinated fashions. By the 1970's Jaymar was advertising on network television. An industrial survey, in 1927, indicated that Michigan City Foundry and Machine, H. W. Angsten Company (pressed stampings for automotive production), Northern Indiana Brick, Michigan City Tanning Company, Knaak Mattress Fabrics, Young Pump, and Stefco Steel (prefabricated buildings) had been added to the familiar industries in town.[67]

Depression Years

Following the stock market crash of 1929, unemployment reached an alarming figure in Indiana. Michigan City was particularly hard hit. Unemployment for the country as a whole stood at 15.1 percent. Indiana showed an unemployment figure of 21.1 percent. In 1932 approximately two million Americans, over one-half million between sixteen and twenty-one, were "on the road." Among those were the regular hard core "hobos," but most of those wanderers were new to that life. The ranks of the unemployed included foreclosed farmers, high school graduates without jobs, college graduates, uneducated and unskilled laborers, ministers, engineers, teachers, nurses, bakers, and writers. Butter was 39 cents a pound and prime rib of beef was 21 cents.[68] The first local concern for the unemployed was shown by the City Council. They appropriated an amount not to exceed $5,000, "for the relief of the poor." The money was to be used to pay for labor on the streets and alleys, at 40 cents an hour, not to exceed seven and one-half hours per day. Those laborers were to be selected by the Council.[69] In 1933 $1,500 was appropriated for the purchase of seeds and plants for distribution to the city's unemployed.[70] Mayor R. C. Fedder became active in obtaining funds through Federal aid money for municipal improvements. The first such money had been used for the improvement of Franklin Street. Other Federal funds were used for the Filtration Plant, the Sewage Disposal Plant, the Michigan City Docks, the Auditorium and Gymnasium at Isaac C. Elston Junior and Senior High schools. The Naval Armory was built between March 7, 1936 and 1939. Works Progress Administration funds were obtained for further street improvements, sidewalks,

local and district sewers, work on four public playgrounds, and on the Ames Field Stadium. One of the largest projects, accomplished with the use of those funds, was the improvement and beautification of Washington Park. Plantings in the Park and dunes, the Observation Tower, the Zoo, the tennis courts, and walks and roads in the park were completed with those funds.* Michigan City received more funds for such Federal projects than any city of its size in the state.[71]

Those were the days of flag pole sitters, bank closings, dance marathons, and endurance contests. Endurance contests became so numerous that the City Council found it necessary to pass an ordinance prohibiting them.[72] In the summer of 1933 the city observed its Centennial with appropriate celebrations. That year, in the midst of the Depression, Franklin D. Roosevelt came into office to the strains of "Happy Days Are Here Again." Ice boxes and hand-stoked hot-air furnaces were part of every well appointed house. People were playing their Victrolas and were hearing the big name bands over their radios. NBC was "airing" One Man's Family, Amos and Andy, and Major Bowes. The Major Bowes Amateur Hour was one of the most popular programs on the air.

William Beebe and Norbert Hutmacher opened the Eighth Street Cafe, in 1935, at 112 West Eighth Street. Hutmacher also ran the Horseshoe Lunch on Sixth Street between Franklin and Washington. That restaurant was in the former brick stable of the Barker mansion. There was a bakery on the second floor which provided baked goods for both restaurants. In 1937 the Yellow Transportation Company began providing bus service in town. There were two dime stores - S. S. Kresge at 705 Franklin and R. W. Woolworth at 701 Franklin. There were seven retailers supplying ice, coal, and wood to residents. According to the Chamber of Commerce membership list of that year, the hotels were the Fairview, the Sheridan Beach, the Warren, and the Spaulding. There was a daily inter-city bus service to New York City, Saint Louis, Indianapolis, Detroit, Grand Rapids, Lafayette, and LaPorte. Three trucking firms had terminals in Michigan City: Northwestern Transit, Inc., Keeshin Motor Express, and Michigan Tri-State Motor Express. In 1979 there were six Michigan City based Motor Freight Trucking companies among

*Chapter 6 has a more complete story on Washington Park.

the thirty-four listed in the telephone directory: City Air Freight, Consolidated Freightways, D and E Cartage Company, Roadway Express Inc., Suburban Motor Freight Inc., and Tucker Freight Lines, Inc.

World War II

In the early 1940's the Boosters Club was formed with the primary purpose of acquiring and maintaining a municipal airport. The first airplane in Michigan City had been hand made by Donald Gregory about 1910. He did his test flying from a hill in a field east of Franklin Street between Barker and Greenwood avenues. On July 7, 1919, Society Brand Clothes was scheduled to fly a shipment of men's clothes to Michigan City in an open cockpit plane. The stunt did, indeed, receive wide publicity. City dignitaries, as well as representatives from Moritz's Store, were on hand at the south side of town to greet Behneke and his plane. A large crowd of excited Michigan Cityans were there to see Moses Moritz and Fred Stern receive the plane and its cargo. Unfortunately the plane was unable to land in the space provided for the event. It circled and flew south looking for a suitable landing place. The pilot spotted a vacant field to the east of the George Bull home. Landing and take-off were possible there because the field sloped to the south. Bull and his neighbors were on hand to greet the pilot when he landed. About half an hour later the welcoming committee from Michigan City arrived. In 1923 the ZR-1 Dirigible was front page news. It passed over Michigan City enroute to Chicago from Lakehurst, New Jersey by way of Saint Louis.[73] Walter Wolff was the prime mover in forming the Michigan City Airport Corporation in 1930. Two hundred acres of land at Indiana Highway 212 and U.S. Highway 20 were acquired for the airport. Nothing further was accomplished during the depression years. Following the leadership of the Boosters Club in the 1940's, the city acquired the Michigan City Airport. It was leased to the City so that it would then become eligible for Federal funding.[74] The Council appropriated funds for the establishment of a Department of Aviation in 1945.[75] Five years later funds were appropriated for the purchase of other land for a municipal airport. It was located on U.S. Highway 421, south of U.S. Highway 20. Joe Phillips, in 1945, had established his private commuter airline service north of Indiana Highway 212, on U.S. Highway 20. It connected with O'Hare and Meigs Field in Chicago. Phillips operated a similar line from the Porter County Airport in Valparaiso.

After Pearl Harbor, December 7, 1941, Michigan City had its Victory Gardens, Civil Defense, Defense Stamps, and War Bonds. People were saving tin cans, aluminum foil, scrap metal, paper, and grease. The Council passed an Air Raid Ordinance,[76] which contained details on air raids and blackouts. Kingsbury Ordnance Plant, in LaPorte, employed several thousand from the area. Women who had never been employed before flocked to work in the offices and on the assembly lines there. People carried ration books with stamps for the purchase of gasoline and food. Edward R. Murrow kept local citizens informed about the war with first-hand accounts from the European theater. Men in the armed forces in the Pacific wrote home about Tokyo Rose.

When the war was over, there was a great demand for housing, automobiles, kitchen appliances, and consumer goods of all types. "Along the Line," the Nickel Plate railroad bulletin, listed the following industries for Michigan City in 1944:

Pullman Standard
Josam Manufacturing
Excelsior Cycle
Reliance Manufacturing
Smith Brothers
Sullivan Machinery
Dunham
Burnham Gloves
Dwyer Products
Royal Metal Manufacturing
Stefco Steel
Weil-McLain
Hays Corporation
Kingsley Furniture
Blocksom and Company
Bromwell Wire Goods

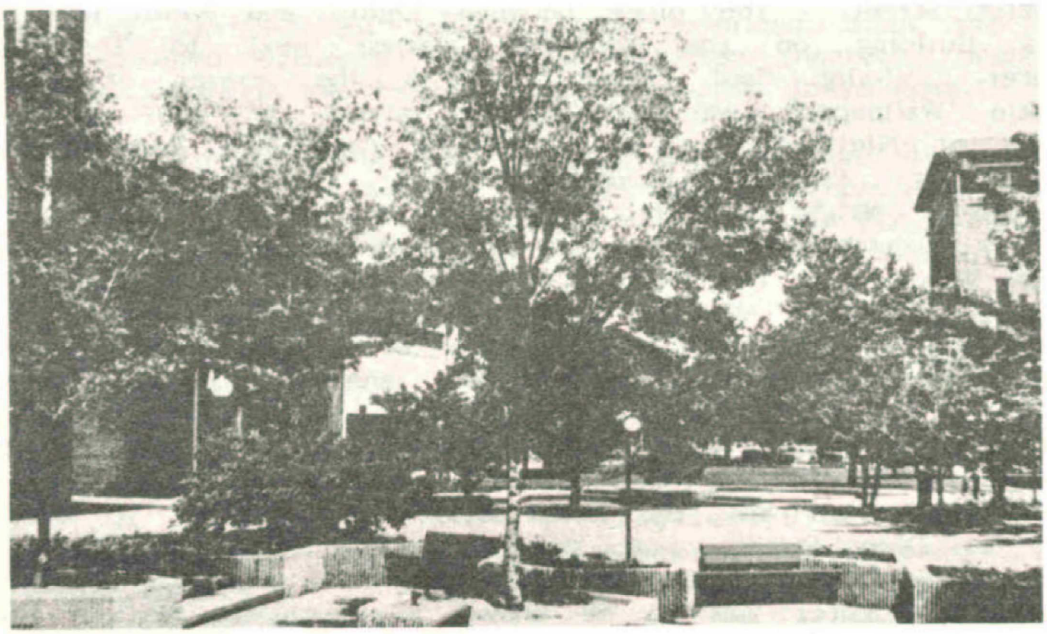
Not long after the war (1948),[77] parking meters were installed in the downtown area. The Barker Mansion was made available to Purdue University for the beginning of a North Central Branch.

Changing the Face of Michigan City

The 1950's were boom years across the nation. The country was eagerly buying the products which had been unavailable during the war. Television was becoming more popular than radio. People were watching first-hand reporting of the Korean War and the beginnings of our space efforts. They were seeing racial incidents at Little Rock, Arkansas and in other areas where integration was becoming an issue. The old movie theaters were not as popular as they had been before the advent of television. Drive-in Theaters began offering a novel new way of seeing the movies. The country was showing concern for those who were on low incomes or who

were unemployed in the midst of plenty. In 1950 the City Council authorized the sale of bonds for public housing for low-income families.[78] An ordinance, two years later, provided for an old age and survivors' insurance program for certain city employees.[79] It did not include the police and fire departments. The city found it necessary to set up a traffic commission[80] for the purpose of studying off-street parking. The following year (1959) mobile homes had become so numerous that an ordinance was passed to regulate them.[81] A new department of redevelopment had been set up the previous year.[82] Retail merchants were busy along Franklin Street. The block between Eighth and Ninth had the Sears Building on the southeast corner next to the Lido Theater. Saint Paul Church was at the corner of Ninth. Breskin Wallpapers was across the street at the southeast corner of Ninth. The west side of the block had Ohmings Drugs (at Eighth), Schiffs' Shoes, Fawley and Abbott Furniture, Wright Electric, Cush and Ginther Clothiers, Hirsch's Department Store, and Kahn Drug Company. Kahn's Drugs which had been on that corner since 1925, closed in 1973. "Greater Michigan City" was a phrase being heard around City Hall and at the Chamber of Commerce office. In line with that concept, Lakeland was annexed to the city in 1963. The annexation of the Lake View Park Addition followed. The city limits were pushed south and west - well beyond the limits of the Thirties. Unanimous consent was given in Council for the construction of a sewer to extend west to Ohio Street. A shopping center was being planned for the intersection of U.S. Highway 421 and U.S. Highway 20. That center was to be known as Marquette Mall. Four years later Ordinance Number 2113 was prepared and presented. It established subdivision control in the city and repealed previous chapters of the zoning code. The new ordinance provided for the creation of a City Plan Commission, Planning Department, and Zoning Board of Appeals.[83] Air Quality Control was set up within the Department of Public Health in 1967.[84] That same year "snow routes" were established[85] to facilitate the city's snow removal plans in times of heavy snowfalls.

Mayor Conrad Kominiarek dedicated Franklin Square in November, 1968. The dedication ceremonies included a parade, a balloon ascension,[86] and other appropriate activities. Franklin Street was closed to vehicular traffic between Ninth and Fifth streets and a landscaped area was provided with benches and a fountain. A mini-train provided transportation for shoppers on the Square. Members



Courtesy Old Lighthouse Museum

FRANKLIN SQUARE NORTH OF EIGHTH STREET

of the Franklin Square Commission included three merchants or professionals located on the Square, the Building Administrator, the Superintendent of Parks and Recreation, and a citizen at large not included among those named above. That same year the Mayor appointed a Human Relations Commission to handle problems of minorities.[88]

Michigan City was changing from Mayor M. T. Krueger's "Main Street" town to one of shopping malls and urban renewal. Under the Beachway Development Plan the entire north end of town was cleared of nineteenth century houses and places of business except for a few left between Fourth and Fifth streets. Well established businesses disappeared from the scene in 1973. Carstens Brothers Department Store had been located at 321-323 Franklin since 1876. Andrus Dry Cleaning had been located on the west side of Franklin in that same block for many years. Such landmarks as the Orr Block and the Hopkins Block were demolished in the Four Hundred block of Franklin. In 1979 the Spaulding Hotel, which had opened during the Golden Age of Michigan City, was demolished. Following its ownership by the Blackhawk Hotel Company of Chicago in 1937, its career had been a checkered one. A Spaulding Rescue Committee was formed to save it after it closed in 1966. Several different buyers attempted to develop it as apartments for senior citizens before it was finally razed. Saint Paul Lutheran Church purchased and demolished the Sears building and the Lido Theater on the east side of Franklin Square in 1979.

In 1974 a seven-story office building was added to the Marquette Mall's fifty stores and restaurants. The new Lakeshore Bank and Trust also opened in the Mall that year. Shopping plazas were being developed all over town. South Side Park N' Shop which had been at Coolspring and Franklin for some time, was joined by Karwick Plaza at Karwick Road and East U.S. Highway 12, Eastgate Plaza at East Michigan and Carroll Avenues, El Mar Plaza on East Michigan, and Evergreen Park on the north side of U.S. Highway 20 East. Dunes Plaza opened across from Marquette Mall on U.S. Highway 20. K-Mart was the largest of the retail businesses there. A number of small retail businesses, cinemas, and several fast food chain restaurants were added. In 1978-79 several retail businesses opened on Franklin south of Highway 20. Motels along South Franklin street included ABC Motel, City Manor Motel, Holiday Inn, Howard Johnson's, Red Roof Inn, and Travelodge. Others in the area were Al and Sally's Motel at 3221 West Dunes Highway; Bennetts, East

U.S. Highway 12; Blackhawk Motel, 3651 West Dunes Highway; Christy's Motel Court, U.S. Highway 20; Duneland Beach Inn; Haven of Rest in the Pines; and the Outpost and the Red Lantern Inn in Beverly Shores. South Franklin Street and U.S. Highway 20 were lined with chain fast-food restaurants. Greater Michigan City was becoming a fact. The News-Dispatch, in 1975, reported that there were 113 subdivisions in the county, forty-nine of which were located in Springfield, Coolspring, and Center townships between LaPorte and Michigan City.

Hundreds of Michigan City people were commuting to work at steel mills in the Calumet area. Central Steel, a division of United States Steel, began in 1963 with the promise of becoming "the biggest steel mill in the world." Bethlehem and Midwest Steel were located west of Michigan City in the Gary area. The City Council established an economic development commission in 1971.[89] Their goal was to promote diversification of Michigan City industries. A general business recession in the country in 1974 was felt keenly in Michigan City. The Industrial Survey of the community by the News-Dispatch listed a number of problems. The following plants were closing: Westway Products, Visual Educom, and Clark Equipment. Others anticipating layoffs were:

U. S. Chemicals
Society Lingerie
Paltier Corporation
ITT Phillips Drill
Gerwin Industries
Dwyer Instruments
Ridar Products

Those unaffected were:

Joy Manufacturing
American Cyanamid
Jet Fabrication
Interstate Industries
Eastmoor Company
Sprague Devices
Blocksom
Gateway Industries
InterRoyal Corporation
Arno Adhesive

Those anticipating an increase in employment:

Sullair
Milton-Roy
Cyanamid
Joy
Jaymar-Ruby

Nearly one thousand in the area were unemployed, although Sears and Penneys indicated that their cut-backs in

employment were seasonal. Shoppers Fair had closed. The City Council provided for a committee, from the Council itself, to consider and become familiar with labor legislation affecting the area.[90]

By 1979* the city economy, like the economy in the country as a whole, had experienced a good recovery. There were no industrial buildings vacant. Fiber Board was occupying the Poloron building, Alpha Industries had occupied the Westway Products building, and the former Clark Equipment and Weil-McLain-Berko buildings were being leased by Sullair Corporation. Joy Manufacturing, Industrial Plating, and Sullair all had expanded. A number of small, diversified industries had come into Michigan City. Among them were Chrysler Plastics (plastic automotive parts), Infonics (high-speed audio-tape duplicators), Dwyer Instruments (gas measuring devices), Swiss Controls (solid state electronic controls), Teaco (electronic services), Party Cookies, Boone Box, Performance Packaging, Celadyne, and Michigan City Fabricators.[91] The most recent arrival, cited in that report, was Michigan City's first European-based plant. Geberit, a Swiss company manufacturing superflush W. C. tanks, had opened a small plant in the Ohio Street Industrial Park.

In 1975 the citizens of Michigan City made plans for the celebration of the country's Bicentennial. The City and its civic organizations developed numerous projects for the improvement of the community.** The Bicentennial Commission adopted a logo which had been designed by Pat Saturday. The Boosters Club was involved in the promotion of parks and recreational facilities as an adjunct to the revitalization plans of the Chamber of Commerce and civic groups. The local Jaycees inaugurated the Octoberfest, a community event involving civic and ethnic groups in a fair-like celebration. It was first held on Franklin Square before it moved to Washington Park.

In the late 1970's, City Council member Howard Smith, spear-headed the organization of the North End Committee. The Michigan City Planning Department, members of the North End business community, and other interested persons were members of that original group. Their plan for improving

* Appendix IV Industrial Survey.
** See Chapters 5 and 6 for details.

the Lake front area was expanded to include the entire North End of town from Eleventh Street to the Lake front. The Michigan City Planning Department served as coordinator between local interests and Recreation Planning Associates, an Illinois consulting firm. The Indiana Dunes National Lakeshore was considering the location of the East Entrance to the Park just beyond the west edge of the city limits. That idea necessarily affected plans for the Lake front and the Beachway Renewal area. By 1980 a whole new concept was being formulated for the redevelopment of the North End of Michigan City.

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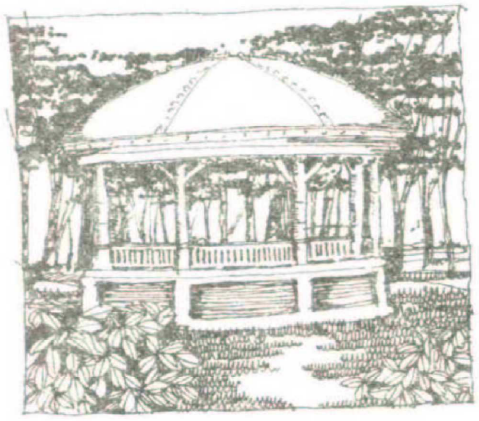


In Transition

Chapter 5

Education

Many of the first pioneer settlers in Michigan City came from New England, New York, and Pennsylvania. Those early settlers had two primary concerns beyond the necessity of earning a living. Because of their strong religious convictions and their high regard for education, they immediately concerned themselves with the establishment of churches and schools. As early as 1820 Isaac McCoy had a school near Niles, Michigan. Long before there was a settlement at Michigan City, Baptists established the Carey Mission at Hudson Lake (Lac du Chemin). It was probably the first school in LaPorte County. When he platted his town, Isaac Elston dedicated a site for a school at the corner of Fourth and Pine streets. In 1834 Thompson Francis built that school - one of the first frame buildings in the village. It was also used as a church. Charles Chapman* believed that the first teacher in town could have been Isaac McCoy, although Gallatin Ashton is credited with being the first regular public school teacher. The next two teachers were Mr. Hubert Williams and his daughter, Amelia. In 1849 Michigan City's first school building was moved to the south side of Fourth Street and was later moved to North Franklin. After that building was no longer used as a public school, Lucy Fuller opened a private Young Ladies School in the building. She later moved her school to the Washington House on the corner of Pine and Fourth streets.

*Charles C. Chapman - History of LaPorte County, Indiana

Uniform education practices had been adopted in the state by 1852. The idea of free public education had been accepted after considerable agitation in the local press. Twenty-nine counties in the state had rejected the idea of free public education. LaPorte County was one of sixty-one counties favoring such a plan. The county voted 1,712 to 207 for the law. Private schools flourished throughout the area during the early years when there was no uniformity in the training of teachers or in teaching methods. Michigan City was no exception. As Mrs. Palmer put it: "Most of the children attended private schools."[2] Some of the early schools were co-educational but the majority was conducting classes for "young ladies." In 1838 the Michigan City Institute opened in a three-story building at the southwest corner of Boston (Tenth) and Franklin streets. The principal of that co-educational institution was the Reverend Mr. James Towner, who was the pastor of the Congregational Church for a time. Teachers were Miss Clarissa Ward (later Mrs. Willys Peck, wife of the first mayor), and Miss Abigail Coit, sister of Mrs. Towner.* The announcement for a quarter of eleven weeks included the following rates:

All branches in juvenile department	$2.50
Reading, Writing, Arithmetic, English, Grammar and Geography	3.40
Use of Globes	.50
Algebra, Geometry, History, Natural History, Botany, Chemistry and higher branches of Mathematics	6.00
Drawing and French Language	7.00

No deductions for absences except for sickness;
Male students board at the Institute for $2.50 a week.
Female students are accommodated in Private Families

John Sutherland of LaPorte, who attended the Institute in 1840, kept a diary which described his life there.[3] He said that he took his own furniture for his room when he enrolled, brought his own candles and matches for light, and after he put up his stove, went out to look for wood. Later he and some other boys took a house to rent. He wrote of buying a pair of boots from John Barker for "350 cents." He said that he attended the Presbyterian Church services in the morning and those of the Episcopal church in the afternoon. He "went up on the high sand hill (Hoosier Slide) and philosophized some."

*Mrs. Towner and Miss Coit were Lighthouse Keepers from March 21, 1844 to May 3, 1853.

He thought of visiting a man who "lives out at the Western Hotel, but it was rather late to go there this evening." The Western Hotel was near the site of the present State Prison. It was customary to study one subject at a time at the Institute. Sutherland began with grammar and then studied geography. When he was in the latter class, he borrowed instruments for map-making from Samuel Miller. When the pupils studied rhetoric, they were required to give speeches before their classmates. "The Duty of Literary Men to Their Country" was the title of one of his "pieces." One of his diary entries states: "We have written an article and are going to get all of the large scholars to sign it and hand it to Mr. Towner for the purpose of getting the examination put off." Later he wrote that he and his companion, Cutler, were "on a stand what to study next; we think of Algebra and also of Surveying." The Institute closed in 1841 "for lack of funds." The building was moved to the corner of Second and Franklin streets where it became the Lake House. It later burned. In 1882 a red brick building was put on the site of the Institute, possibly by Jacob Kreidler. That ivy-covered two-story building was enclosed by a wall. It covered a quarter block and was landscaped with Japanese primrose, honeysuckle, lilac, pears, and as many as three thousand tulips.[4] It later became Billy Miller's Meat Market.

There were a number of other less pretentious private schools in town. They were an important part of the social fabric of the community and were remembered by several early residents. Between 1848 and 1859, Miss Mary Brown operated a private school which was remembered as Mrs. Lord's Young Ladies School. Other teachers of "select" schools were: Miss Baldwin, Mrs. Sears, Miss Folsom, and Miss Clemens.[5] The "Old Chapel School" was on the third story in a building between Franklin and Pine streets, on Michigan. Teachers were Mr. Warren, Mr. Choates, Mrs. Lampson, Mr. Phelia Wells, and Mr. Kent. Mrs. Strong (known as Susan Lowe) had another school on Pine Street. Ann Hartwell taught both in public and private schools. A later private school was conducted in the Pine Street Church by Mrs. Lydia Everts.[6] For a short time there was another private school in Barker Hall. Private church schools were Saint Ambrose School and Saint Ambrose Academy (in the former Blair residence on Wabash near Fourth), Saint John's School, Saint Mary's School, Saint Paul School, and Saint Stanislaus School.

Saint Ambrose School opened in 1852, then Saint Mary's (1869), followed by Saint Ambrose Academy. All became Saint Mary's in 1886. A high school department was established there in that year. The large German-speaking population in the town wanted their children to have their religious training in German and to learn the English language as well. Saint John's and Saint Paul churches provided such schools. According to the Headlight, published in 1894, there was a Michigan City Business College on the second floor of the Hopkins Block on Franklin Street. Subsequently, other business colleges and schools for special skills were located in Michigan City. Bethlehem Steel Corporation opened its craft training center on the northeast corner of Eighth and Franklin Square in 1976. It had been designed to train two hundred people for a forty-eight week period for each course.[7] Of the one hundred trainees accepted the first year, 90 percent were from the Michigan City area. Another technical and trade school in 1980 was American Jet School, Incorporated, East U.S. Highway 20. In 1970 a Montessori School was opened at 1026 North Karwick Road.[8] It was sponsored, in part, by Sullair Corporation. In 1980 it was located at Tinkers Dam Arcade on North Karwick Road.

The neighboring town of LaPorte boasted a University which opened in 1840 with literary, law, and medical departments. When it became the Indiana Medical College, there were 104 students enrolled. It closed in 1851.[9] In 1949-50 Purdue University opened a center in Michigan City in the Barker Mansion on Washington Street. Purdue North Central University opened in 1968 on its own campus near Westville, on U.S. Highway 421.

The public school system employed two teachers in 1857 - Ann Hartwell and M. M. Tuttle. After the original frame school building was removed, it was replaced, in 1862, by a two-story brick building known as the Union School. Three years later four large rooms were added to the structure. That school was also known as the First Ward School and later as Elston.[10] By the 1863-64 term, the town employed two females in the primary department; two males and one female in the intermediate; and one male in the high school. In 1867 S. E. Miller was appointed principal of the Union School. Miller said that he was so discouraged at the sight of the sand and swamps of Michigan City when he arrived that he decided to go back to LaPorte the following morning and to resign his position. That night he was invited to a

party at the Blair home. He was so delighted with the evening and with the fine people he had met at the party that he decided to stay.[11]

After the state took over the supervision of public education, administration became more uniform throughout the state and teacher preparation requirements became more strict. The first State Normal School for teacher training was established at Terre Haute in 1870.* The state permitted local school systems to introduce German at the request of the parents of at least twenty-five children. Because of the large German population in Michigan City, that language was added to the curriculum in 1868. A two-year high school course was added in 1871; and the first graduation was held for three young ladies in the Mission Chapel (Congregational Church) in that year. Land was purchased for a new school at Eighth and Spring in 1871.[12] That new High School was dedicated in 1873 at the site of the present Central School. Five pupils graduated there in that year.[13] The Union School became completely elementary at that time. There was no graduating class recorded in 1874; in the years immediately following, graduating classes were less than ten.

The courses of study for the school system in 1874 were:[14]

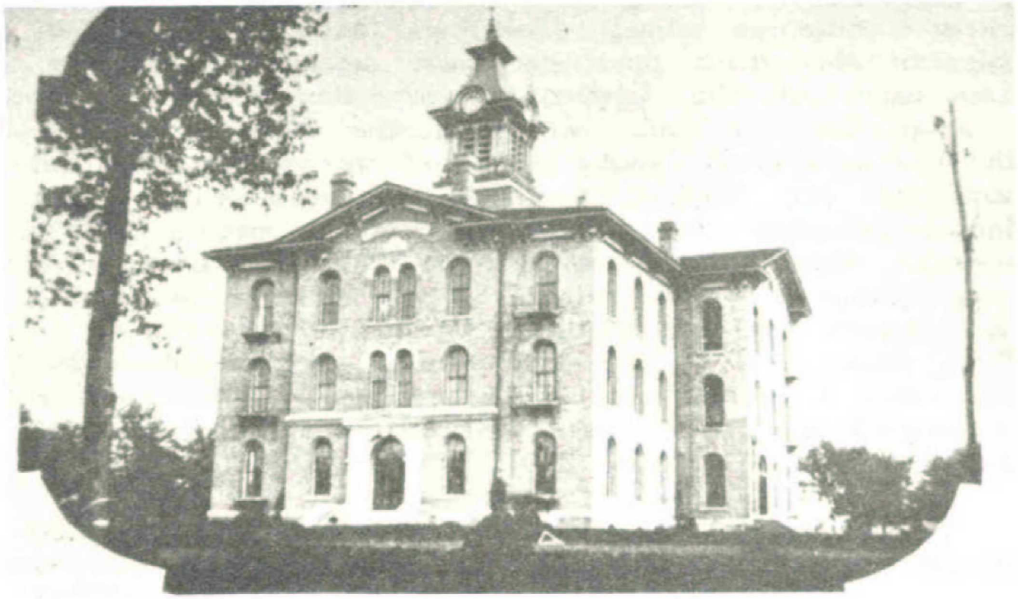
> Elementary: Reading, spelling, drawing, numbers, physical exercise; oral instruction; sentence making; morals and manners; printing or slate writing; and singing. Geography was introduced in fourth grade and United States History in Eighth grade.
>
> Four Year High School: Arithmetic; English Grammar; Geography; Algebra; Bookkeeping; Rhetoric; United States History; Physiology; Geometry; Trigonometry; Natural Philosophy; Chemistry; English Literature; Geology; and Grammar. Other subjects: Reading; Writing; Drawing; Composition and Declamation; and Spelling. German Language-an elective.

*Barnhart and Carmony II:333.

The Bible was studied; Comstock's Philosophy and an outline on astronomy was included for older pupils. Smith's Grammar and Morris' Geography were standard texts and, of course, the McGuffy Readers were every child's delight. In elementary school the multiplication tables were memorized by singing them to the tune of "Yankee Doodle." The capitals of the states were learned by singing them in rhyme. Each pupil brought his own books in the years before the state texts were adopted.[15] A revised course of study in 1877 added Latin in the second year and French in the third year of high school. By 1887 French had been discontinued and German was being taught in the third and fourth years. Greek was added to the high school curriculum in 1899.[16] That year the number of High School graduates had increased to eighteen. George Ames took an active interest in the schools of his town and personally planned, paid for, and planted much of the landscaping for the High School. He left a provision in his will that the income from a fund which he established would be used for the upkeep of the grounds of the High School. His interest extended far beyond landscaping of school grounds. It became his custom to present each member of the High School graduating class with a picture of the High School building at Eighth and Spring streets and a picture of himself, as well. That building burned in 1896 and, while the school was being rebuilt, classes were held in Barker Hall. The new building was occupied the same year. It was renovated in 1917 and another building was built in 1949.*

The first school in "Canada" was built in 1874 and was known as the Canada School. It was replaced by Harrison School in 1885. Park School was established in 1885 and first met in a rented building. In 1896 a new school building was erected for that district. Garfield School was built in 1889 and was known in the early years as the Fourth Ward School. Eastport School was built in 1890; Marsh was built in 1894; Jefferson in 1914; Riley in 1928; and Harrison in 1930.[17] The first junior high classes were held in Central School; Elston Junior High became a separate entity in the original Elston High School building in 1924. The new Elston Senior High School was on the site of the original "old cemetery." Although the cemetery had been removed to Greenwood at the time that cemetery land was purchased, some remains of graves were found during the excava-

*See Appendix IV for details on school buildings.



Courtesy Old Lighthouse Museum

FIRST HIGH SCHOOL - EIGHTH AND SPRING STREETS

tion for the new school. When Isaac C. Elston Senior High School opened, in 1924, the students could enjoy a mural depicting life along the harbor in the 1840's. It had been painted on the front wall of the assembly hall by Robert Grafton, well-known local artist.* The year before, the local City Council required the reading of portions of the Bible and the Lord's Prayer each day in all city schools.[18] Barker Junior High was added in 1960 and Krueger Junior High in 1963.[19] Rogers High School was built on Pahs Road in 1971.

By 1927 there were fifty-five township schools with a combined staff of 137 teachers. Twelve of the townships had High Schools. By 1965 the Michigan City area school corporation included Long Beach School, Coolspring Township School, Pine Township School, Springfield Township School, and Beverly Shores School. Elementary Schools within the city limits in 1980 were: Central, Eastport, Edgewood (built 1954), Jefferson, Joy (built 1961), Knapp (1961), Marsh, Mullen (1969), Niemann (1925), Park, and Riley. There were two corporation Junior High Schools: Barker Junior High School and Krueger Junior High School. There were two corporation High Schools: Elston and Rogers** and one Catholic High School, Marquette (formerly Saint Mary's). The Landmark Christian School, offering kindergarten through high school, was located on Johnson Road. They were building a new High School on Road 400 North. Special education was offered by the Garfield Special Education School; North Central Speech, Hearing and Language Center; and the Therapy Center for Handicapped and Retarded children of LaPorte County.

Libraries

Ann Hartwell had the first circulating library in Michigan City in her store in the Four Hundred block on the east side of Franklin Street.[20] She eventually sold her business to the Hopkins sisters. Their book, stationery, and gift shop must have been a popular shopping place in downtown Michigan City. A picture of the interior displays in the store makes clear why people spent happy hours there.*** During those days, Annie Hopkins met the trains at the depots and sold newspapers and magazines to the passengers. Both she and her sister, Elizabeth, had been teachers. Elizabeth taught for many years in the school for the blind in Indianapolis. Their grandfather, James V. Hopkins, was one of the

* See Chapter 5 (p.235).
**See Appendix V on Michigan City Schools.
***Available in the Old Lighthouse Museum.

early settlers in the area. He built a two-story white frame house, east of Michigan City beyond the old Post House, near the Trail Creek crossing of the Michigan Road. Annie was born at the corner of Fifth and Franklin in 1868. The house in which she was born was later moved to a location just south of a house in the One Hundred block on West Fifth Street. The sisters' father, H. M. Hopkins, built the three story brick "Hopkins Block" between Fourth and Fifth streets on the west side of Franklin. It was one of three imposing Victorian business buildings in that block. Others were the Orr Block and the Deutsches Verein building. The Hopkins sisters bought Miss King's house at 227 East Fourth Street. Miss King continued to make her home there. That building had been Miss King's private exclusive girls' school which was attended by fashionable young ladies like Catherine Barker. During the years 1924-32, Annie Hopkins was both Deputy Assessor and Assessor. She was a familiar figure around the Court House in Michigan City for many years.

The last will and testament of George Ames left a sum of $5,000 as a fund for the purchase of books for a Public Library, should one exist within a period designated in the will. His large personal library was left, in large part, for that library. His bequest encouraged the Fortnightly Club to take the necessary steps to secure a library for the town. Under the existing library law, fifteen men and women agreed to form a Board of Incorporators:

Mrs. John Barker
Mr. Otto Klopsch
Mr. Albert Knapp
Mr. Edward Boyle
Mrs. A. R. Colborn
Miss Angela Donnelly
Mrs. William Gordon
Mrs. Minnie Leeds
Mr. Samuel Miller
Mrs. J. C. Mott
Mr. Jarod Orr
Mrs. George Orr
Mr. N. P. Rogers
Mr. Walter Vail
Miss Mary Van Deusen

John H. Barker offered to give one third of the entire cost (estimated at $25,000) if the remainder could be raised by the citizens of Michigan City. A Library Association was formed in 1895. The land and building for the library were to be financed by private subscription. The General Assembly had enacted a law requiring that the township levy a tax, not to exceed 6 cents per $100 evaluation, provided the public library organization owned property valued at $25,000. A committee appointed by the Library Association

raised $30,000 and purchased the Bowes homestead at the northeast corner of Spring and Eighth streets. Additional substantial financial assistance was given by Walter Vail and N. P. Rogers. The library opened to the public on October 9, 1897, with Marilla W. Freeman of Chicago as the first librarian. A public reading room and art gallery for the public were located in the library building. The children's department was established in 1899 as a memorial to A. R. Colborn. A children's story hour began in 1928. The Hall and Haller properties, to the east of the library building, were purchased for a separate Children's Library in 1952. Two years later a one-hundred-volume phonograph record collection was presented to the library by the Moritz family as a memorial to Mr. and Mrs. Moses Moritz. Mr. Moritz was a prominent businessman on Franklin Street (men's clothing) and Mrs. Moritz was an accomplished vocalist and teacher of voice.[21]

In 1962 the library began microfilming back files of local newspapers. A copy machine was purchased and films, stereo tapes, and works of art were added to the library. The Library Association was dissolved when the library came under the jurisdiction of the Indiana State Library Law of 1947. In 1975 property located in the Beachway Urban Renewal area was purchased for a new library facility. The 125,000 square feet of space was housed in the area bounded on the north by Michigan Boulevard and on the south by Fourth Street from an easement on Franklin Street, closing that street, and extending east toward Pine Street. The architectural firm of C. F. Murphy Associates of Chicago designed and built the facility to accommodate a children's area, audiovisual center, reference and information center, technical service area, adult service area, and administration and business offices. It accommodated a common area large enough to seat two hundred persons for public meetings, lectures, concerts, films, and art shows. The building, which was dedicated in 1977, received the American Institute of Architects First Honor Award for library buildings in 1978, the Illinois State Design Honor Award for excellence in architecture, and the Distinguished Building Award from the Chicago chapter of the American Institute of Architects. A branch of the main library was located in the Marquette Mall at Franklin Street and Highway 20 until 1979.

NEWSPAPERS

According to Peck's Guide, there were thirty-eight weekly periodicals in Indiana in 1836 when Michigan City was

incorporated. The first paper in the state had been established in Vincennes in 1804 - the Indiana Gazette.* Madison had the Western Eagle in 1813. The first paper to be printed in LaPorte County was the Michigan City Gazette, July 8, 1835. The material and presses for the Gazette had been shipped from Buffalo around the Lakes to Detroit and from there by team to Michigan City in June of that year. The owner and proprietor, James S. Castle, had accompanied his presses to the new town. He brought his brother-in-law, Pulaski King, aged twelve, with him as his printer's devil.[22] The Gazette was made the corporation newspaper in 1836. The paper was purchased by Samuel Miller who leased it to James S. Stuart. Frontier newspapers often increased their circulation by hotly defending their political views and by printing colorful and scathing remarks about fellow editors. The editor of the rival LaPorte Herald wrote in the style typical of the time:[23]

> Stuart was a degraded being, an abandoned reprobate, entirely reckless of the truth, deceitful and treacherous, a filthy and loathsome blackguard, an object of pity and contempt rather than of ridicule, a mere tool bought up by a rotten bank at a low price and therefore unworthy of a very serious notice.

The Herald was referring to the fact that Miller had mortgaged the newspaper and office to C. B. Blair, banker, who had taken possession of Stuart's paper. There is not a doubt that Stuart answered in similar vein although those early issues of the Gazette are not available here. During the argument between Blair, Miller, and Stuart over possession, the presses disappeared and the paper was suspended until 1841. Thomas Jernegan established the News, a Democratic paper, in 1846. Jernegan was also postmaster at the time. There may have been a Michigan City Herald for a short period prior to the first issue of the News.[24] When his newspaper office burned in 1853, Jernegan did not resume publication and the town was without a paper until the Transcript was established the following year. Richard Colfax** was editor and publisher of that paper for one year until it became the Enterprise under Hickock and O'Brien. (Packard p. 450). Oglesbee gives the names Wright and Heacock. Heacock or Hickock withdrew and L. B. Wright continued as publisher until 1859. At that time Wright sold the Enterprise to Thomas Jernegan, former proprietor of the News.

*Became Western Sun in 1807.
**Brother of Harriet Colfax, Lighthouse Keeper 1861-1904.

When Jernegan became paymaster for the Navy during the Civil War, the paper was suspended from May, 1863 until November, 1865. When the Enterprise suspended in 1863, M. and J. Cullaton began the Michigan City Review, but it died after publication of the Enterprise was resumed. In 1869 the City Council made the Enterprise the corporation newspaper for one year. For a short time it appeared as the Every Day Enterprise, but it later became a weekly. W. C. Brundage owned a half interest in the paper at the time it was mortgaged to A. R. Colborn. The tangled finances finally resulted in the Enterprise being suspended in 1884. In 1875 J. F. Rowins had begun a Democratic paper, the Michigan City News. N. Conover became a partner and then sole owner. That publication was short-lived. Charles J. Robb, who had worked on the Enterprise in 1881, had left for Michigan. In 1888 he and S. Carpenter of Chicago returned to Michigan City and took over the Enterprise. They changed the name to the News and it became a Republican paper. In 1902 H. R. Misener, who had been city editor of the News since 1896, bought out Carpenter and the firm became Robb and Misener. Robb was editor; Misener business manager; and Louis L. Wheeler, city editor.

Beginning in 1876, a technical paper, the Prison Reformer, was published for the prisoners by the Reverend Mr. M. S. Ragsdale. Ragsdale was "moral instructor" at the prison and used the paper to publicize his views for the prisoners. Die Freie Lanze was a weekly published in the German language for the large German population. It was published from 1891 until December, 1907, by Dr. Carl Freitag who had come from Chicago.

In 1879 the weekly Dispatch began publication under Harry C. Francis. It was a Democratic paper which was later edited and published by John S. Faulknor who had served in the Indiana Legislature. It became a daily in 1881. In 1891 it was owned by Francis and Faulknor. After Francis' death, the Dispatch was continued by J. B. Faulknor. In 1923 Howard Crosby became editor. Wray Fleming and Pleas Greenlee took over in September, 1931. The following year it was purchased by Don M. Nixon and was continued by his estate until 1938. The Dispatch Publishing Company purchased the Michigan City News. The Robb estate and H. R. Misener continued to hold an interest in it for a year. At the end of that year the paper became the News-Dispatch. It was owned solely by Nixon Enterprises. The paper moved to new

quarters at 121 West Michigan Boulevard in the Beachway development area in 1974. That year new cold type offset print was first used. The image was "off set" to a rubber roller which transferred the image to paper. The curtain fell on the old "hot type" metal typesetting. Offset printing was a world away from the early hand set work done by "printers devils" like twelve-year old Pulaski King who had set type for his brother-in-law at the first Michigan City Gazette in 1833.

The Michigan City Press was established as a weekly in 1938 for the publication of local news. On May 8, 1939, it became a daily published by Harry E. Northam and L. W. Linard. It was discontinued after a short time. In 1942 Michael Joseph, with the support of the AFL-CIO, began publication of the Labor Beacon. This and the News-Dispatch were the two newspapers in Michigan City in 1980.

Unfortunately few of the early files of Michigan City papers are available. With the exception of a few scattered copies of the Gazette and Enterprise in the Michigan City Public Library, the library of the Old Lighthouse Museum, and in the possession of private individuals, all of the early papers seem to be lost. The Union List of Periodicals reveals only a few copies of local papers available anywhere in the United States. The Indiana State Library has most of them. The complete files of the News begin with the August first issue of 1887; the Dispatch files are complete from 1879. Microfilmed copies are available in the Public Library. The LaPorte Whig is available from 1847 and the Herald of that city from its inception in 1859. They are in the LaPorte Public Library and contain valuable information on Michigan City.

Radio station WIMS began broadcasting in Michigan City in 1947 on the second floor of the Saint Johannes Verein building at 413-1/2 Franklin Street. The station was owned by Indiana Broadcasting Corporation and managed by a Mr. Herkner. The first day listeners heard reports of the round-the-world flight of Bill Odom, the news that the city's school tax levy had gone up to $1.40, and that there was a new minimum wage for teachers. Feature programs were "Matinee Melodies," the "Happy Bluebird Birthday Club," "Hirsch's Phone Time," "Fun in the Park," "In a Woman's World," and "Whozit Quiz Show." In those days residents could enjoy their choice movie attractions at four movie

theaters: "The Late George Apley," at the Liberty, and "Miracle on 34th Street" at the Lido "with comfort to local residents from the 90 degree temperature." The Tivoli was offering a top feature and the Uptown had crowds of youngsters standing in line to see Hopalong Cassidy and Jack Armstrong in the All American Boy series. The Uptown closed for a time but reopened as the Radio Theater in the 1950's. WIMS provided live entertainment there, including a Dixieland Band recording session with Dave Heise and the Five Guys and Frank Baranowski and his polka orchestra. WIMS also did "remote control" broadcasts from the Oasis Ballroom. On June 18, 1950, the station was purchased by William N. and A. E. Udell of Battle Creek, Michigan.[25] After five years, the station and transmitter were moved to Porter County on the Old Chicago Road just west of County Line. Station WMBC-FM began operation in Michigan City in 1965. It was located at 1903 Springland Avenue.

Y.M.C.A.

The idea for the formation of a YMCA was first discussed at a meeting at the home of John Barker in 1907. One hundred prominent citizens were invited to lay plans for the organization and a building. A fund-raising drive opened at the Grand Opera House at which Barker gave half of the $60,000 or more raised by private subscription. Mrs. N. P. Rogers offered a site at the southeast corner of Washington and Seventh streets. Frederick Perkins, architect for several residences in town, designed the building and the cornerstone was laid April 10, 1909. The building was opened for use in January, 1912. A business men's Military Company G was organized there in 1916. Captain George R. Hill ordered weekly drill and the "Y" became the armory. Lyceum lecture courses were offered there beginning in 1916-17. They continued intermittently until about 1950. The Rotary Club began holding meetings there in 1916 and continued to meet there until the Spaulding Hotel was built. A cafeteria served lunches for business men; other meals were also available there. In 1956 a YMCA Senior Citizens Club was formed. The YMCA moved into a new building on East Coolspring Avenue in 1974. For a time the old building on Seventh Street was used as a Christian Life Center.

Ethnic Groups and Their Churches

Population trends in Michigan City have followed patterns found in other small midwest communities of the Great

Lakes area. Following the first pioneers from the eastern states, the Irish came West as construction workers and operators for the railroads. After 1840 Germans began coming in ever-increasing numbers. Many came from Mecklenburg after the Revolution in Germany and they continued to come to escape military conscription in the "old country." Their most frequent points of debarkation from Germany were Hamburg and Bremen. They often came directly from Germany to the Midwest. The census reports after 1900 tell the story of an unique population mix in the region around the Lakes, particularly in the Calumet region where steel and oil industries were developing. East Chicago, Hammond, and Gary in Lake County were, in effect, part of the Chicago Industrial area and Michigan City, in LaPorte County, was no longer typical of rural Indiana. A number of Greeks, Italians, Czechoslovakians, Hungarians, Yugoslavs, Syrians, Lebanese, and Turks settled there. At first Blacks came largely from Georgia. During and following World War II, they began coming from Mississippi, Arkansas, Alabama, and Tennessee. Those twentieth century newcomers were employed in Michigan City industries like Pullman, Josam, Weil McLain, and Blocksom.

According to the U.S. Census of 1920, the native white population of Michigan City was 15,616; foreign born white 3,500; and the black population 334. Expressed in percentages, the native white population was 80.3 percent; foreign born white, 18 percent; and black 1.7 percent. By 1930 the native white population was 83.2 percent; foreign born white 12.3 percent, and blacks 4 percent. In 1938, the following was recorded:

COUNTRY	FOREIGN BORN	NATIVE BORN OF FOREIGN BORN PARENTS
Germany	1,336	4,454
Poland	776	1,707
Sweden	167	292
Canada	133	285
Italy	89	113
England	81	250
Russia	74	117
Greece	61	19
Scotland	49	83
Lithuania	43	38
Ireland	37	285
Czechoslovakia	26	49
Hungary	22	28
Yugoslavia	22	4
France	12	57
Rumania	9	5
Switzerland	9	39
Belgium	6	10
Netherlands	6	33
All Other	299	505

Those listed "all other" included numbers of Syrians, Lebanese, and Turks. The increasing numbers of immigrants from South and East Europe were typical of many midwest communities where industrial employment opportunities were numerous.

In 1930 the census report on industrial groups in Michigan City showed the largest numbers working in the iron and steel industries in the area. Wholesale and retail trades ranked second; clothing industries, third; public service, fourth; transportation (both local and inter-city), fifth; building industries, sixth; lumber and furniture, seventh; professional and semi-professional, eighth; small manufacturers, ninth; and farming, last.

The many nationality groups brought an interesting variety of social customs to the community. One of the first things each new group did was to organize its church. When Isaac Elston platted his town at the north end of the Michigan Road, he set aside lots on Pine Street near Second for a Methodist Church. The Michigan City area had been included in the missionary circuit of the Methodist Church which extended from South Bend to Michigan City and from Niles to the west end of Door Prairie. Two of the Methodist missionary bishops were Kemper and Chase of Ohio.[26] Between 1832 and 1834, the Reverend James Armstrong preached in Michigan City in the homes of members of the congregation. The second church building erected in Michigan City was the Methodist Episcopal Church. That building, known as the Pioneer Church, was built on the Elston site, in 1838, under the leadership of Porterfield Harrison. The site for the first church building proved an unwise choice. Sand from the nearby dunes drifted onto the property and forced the congregation to move (1859) to a site at the northeast corner of Franklin and Seventh streets. At that time a German Methodist Church was located on the northeast corner of Eighth and Buffalo streets, according to the Gazetteer of 1858. In 1881 a new Methodist Episcopal church was dedicated on the same Franklin and Seventh Street site. The original 1859 building was removed to 314 East Fifth where it was used as S. Spiro's paper box factory. A Free Methodist Church had services at 616 East Main Street in 1920.[27] In 1921 the church property at Seventh and Franklin was purchased by the Spaulding Hotel and the church building was razed. The folowing year a new Methodist church was built at the southwest corner of Seventh and Pine streets (121 East Seventh). In 1960 at the time they completed a major remodeling project, the congregation celebrated that important event.[28]

The first service held by Episcopalians in Michigan City was conducted by missionary bishops in the Pine Street School in 1834. Theirs was the first church building in town which was erected as a church. It was built on the east side of Pine Street between Fourth and Market (Fifth) streets in 1836. In 1858 the congregation built a frame "rustic" Gothic structure at the southeast corner of Sixth and Franklin streets.[29] Louise Palmer recalled that the ladies of the Trinity Church held their first Fair in the building at the corner of Franklin and Michigan where Woodson Drug Store had been located. There they sold items they had made for the event - night caps for men, purses, and needle books. At that time the pastor was Mr. Barber of Ripley, New York. In 1886 Barker Hall was built as a memorial to the Barker children. It became an important community center for dances, art shows, and conventions. The church used it for church school as well. The Gothic church was replaced by a stone structure in 1889.[30] A new rectory was built in 1901.[31] The church celebrated its centennial on October 28, 1934. In 1956 a second Episcopal congregation, Saint Andrews By the Lake Episcopal Church, was organized. The church was built at Moore Road and East U.S. Highway 12. Their first service was held there in 1957.

Jacob Bigelow is credited with organizing the First Congregational Church in 1835. Other early members were Mary Booth, Mrs. Benjamin James, Mrs. Susan Sprague, and the Reverend and Mrs. John Morrell.[32] For a time the Presbyterian church was affiliated with the Congregational. That decision was reversed at a meeting in 1841. Willys Peck (first mayor of Michigan City) was the first deacon of the reorganized Congregational Church and the Reverend James Towner was the pastor. They erected their first church building at Fourth and Franklin streets (1843). It came to be known as the "Mission Church." In 1871 the first high school graduation for three young ladies was held there. Mrs. Lucy Williams, daughter of Abijah Bigelow, gave a lot at the corner of Sixth and Pine streets for a parsonage. In 1881 a church was erected at the northwest corner of Sixth and Washington streets. In an impressive ceremony, the bell from the Mission Church was placed in the new building. Fred Haskell of Haskell and Barker gave financial assistance in the building of that church and the new parsonage to the west. In 1887 Miss Ann Sanborn gave a fine organ to the church. She was a New England woman who had come to Michigan City in 1853.[33] According to Mrs. Gallaher, she inherited several thousand dollars from her parents and, in 1857, bought 160 acres "south of the city." That area was

Courtesy Old Lighthouse Museum

GOTHIC FRAME TRINITY EPISCOPAL CHURCH

later the Sanborn Addition. She joined the Congregational Church in 1855 and over the years gave thousands of dollars to further the cause of her church. She gave financial help to several other churches in town and built a church at Fulton and York on her own property. That Scandinavian church, which she completely furnished herself, was known as the Sanborn Mission. In 1908 a red brick Sanborn Mission Church was built on the corner of Barker and York. The original church on Fulton continued to be used for a number of years. In 1907 the interior of the First Congregational Church, including the Sanborn organ, was destroyed by fire. During the time the interior was being renovated, the congregation rented the Methodist church for their services. It was necessary to enlarge the interior to accommodate the new larger organ which was brought by steamship across the Lake from Chicago. The newly done church was rededicated in 1909. A group of German speaking Congregationalists was assisted by the First Congregational Church in establishing a mission church in "Canada." John Luther, a descendant of Martin Luther, was one of the founders of that congregation. At first their services were held in a former school building in the Two Hundred block on East Second Street. The church was served originally by German-speaking student pastors from the Chicago Seminary. Two lots were purchased at 210 Miller Street and the Immanuel Congregational Church was dedicated there. The services were held in both German and English until 1945. The Reverend Mr. Herman Mueller was the last full-time minister in the church. The congregation celebrated its seventy-fifth anniversary in that building.

The First Baptist Church in Michigan City was organized in 1837 but soon ceased to exist.[34] Again, in 1853, there is reference to a "newly constituted Baptist Church." During the time when there was no regular church building, members met in the home of Mrs. Walter Leeds.[35] In 1890 a third attempt at organization was successful and a permanent building was erected, in 1897, at the corner of Ninth and Spring streets. The first Baptist Church for Blacks - the Mount Zion Missionary Baptist church was organized in 1919.* By 1980 there were eighteen Baptist Church organizations listed in the Michigan City News-Dispatch.

According to the journal of Bishop Simon Brute (1835), he had ministered to some Catholics at the site of Michigan

*Complete story on P. 213.

City on his journey by horseback to Chicago in that year. The first Catholic services in Michigan City were conducted by missionary priests who were responsible for the administration of the sacraments in the area. The earliest such recorded sacrament was a marriage, on April 21, 1845, between David Condon and Catherine Regan.[36] A new parish called Saint Ambrose was established in Michigan City with Father R. A. Shortis as the first missionary priest (1847-52). Some time in these years, John and Kate McCrory went to the log mission chapel at Notre Dame to be married by a mission priest.* As the railroads were built, there was an influx of Irish Catholics into Michigan City. Many settled in "Canada." Street names bear testimony - Fogarty and Mulligan were two. The Irish also settled on the West Side in that area near Willard Avenue known as Kilgovern. They first used a remodeled frame warehouse, 20 by 30 feet in size, located on the southeast corner of Washington and Second streets. A church was built on that site in 1854. Father Paul Gillen was the first resident priest of Saint Ambrose. As the German population increased, they built Saint Mary's Church on the southwest corner of Fourth and Washington streets in 1859. That church had thirty-eight pews. The building later became Lee's Iron Works and Joe Bojewitz Blacksmith Shop. The stained glass windows were still in the building when it was razed in 1968. In 1867 the two congregations united and, the following year, built a new church called Saint Mary's of the Immaculate Conception. It was located on the southwest corner of Boston (Tenth) and Buffalo streets. The Catholic Cemetery had been at that location before it was moved to Calvary Cemetery on Greenwood Avenue. That new Saint Mary's Church was consecrated in 1869. The building still exists within the present Saint Mary's of the Immaculate Conception building. John Renkawitz was the architect for the building. He was born in Germany, in 1841, and came to Michigan City as an architect in 1866. In 1877 he was City Engineer and Harbor Master. Saint Ambrose Academy opened in the former Blair mansion in 1871.** Saint Mary's parish erected a school on the southeast corner of Tenth and Buffalo streets in 1886. In 1905 a new brick rectory was built. Marquette Hall was erected in 1914 to house an auditorium, meeting rooms, and recreational facilities. A convent was

*Parents of Mrs. John Glasscott.
**See Chapter 3, Page 110.

built south of the original convent in 1928 and, two years later, a completely renovated and enlarged church was dedicated. In 1929 Mrs. Catherine Barker Spaulding (Hickox) gave a new altar, pulpit, and communion rail to the church. Queen of All Saints held its first mass in 1950 and began a building program. Sisters of the Holy Cross opened a school for the parish and, in 1966, a new building was consecrated at 526 South Woodland.[37] Catholic families living in the beach area requested a church. In 1953 the Notre Dame parish held its first mass in a modern church building at 1010 Moore Road. They, too, established a school for grades one through eight.

As the Germans came into the community, they tended to settle in neighborhoods with others from their homeland. They felt more comfortable with the language and customs of their neighbors. Many settled in the neighborhoods west of Washington Street between the Harbor and Ripley Street and in "Canada." Their churches were the center of their social lives. Services in their churches were conducted in both German and English. Their children learned their catechism in German and their families read a German language newspaper. The first German congregation organized, prior to 1858, was the Methodist. A German Lutheran church, Saint Johannes Evangelischer Lutheranischer Kirke, was built on the southwest corner of Ninth and Franklin in 1867. A parsonage was built to the south of the church and, in 1882, a two-story school was built to the west of the church. That school was conducted in German until 1919 when it closed.[38] At one time the school had two hundred children enrolled. At the outbreak of the war with Germany in 1917, the German language became unpopular and the church services were conducted in English with few German services. In 1925 the congregation officially adopted the name Saint John's Evangelical Church of Michigan City, Indiana. After the congregation merged with the Reformed Church of the United States and with the Evangelical Synod of North America, the church became known as Saint John's Evangelical and Reformed Church. They later united with the Congregational Christian Church, in 1957, and became Saint John's United Church of Christ. The year previous to that, they had purchased 9 1/2 acres on South Franklin Street and Saint John Road, and in 1968, dedicated an entirely new church and education building on the site. The modern church tower houses chimes which can be heard in that part of town.

In the 1880's the men of Saint John's organized a co-operative life insurance company for all males over eighteen years of age. That Saint Johannes Verein Society built a three-story building on the west side of Franklin Street between Fourth and Fifth streets (413-415).[39] The first floor was rented to businesses - Bartholomew Hardware and a drug store were there for many years. The second floor had two apartments. One was for rental and the second was reserved for the janitor of the building. One of his important duties was to carry coal to the third floor to stoke the stoves there and to carry out the ashes. The third floor was reserved for the members of the Verein. They held their business meetings there and, more importantly, it was a social center for them and their friends. Charles Tonn remembered those happy times with pleasure as he recalled the history of the building. There were oyster suppers, ice cream socials, and dances held there. The turn of the century dances featured quadrilles, two-steps, waltzes, and polkas. For a time there was a German band which met and played in the club rooms. At one time they had over three hundred members in the Verein. Many new insurance companies were coming into town. They were selling family insurance by the week and were covering children long before the age of eighteen. The depression years brought an end to the Verein insurance and, in 1947, Charles Tonn purchased the building from the Society. He rented the third floor to organizations like the Plattdeutsch Guild, the Odd Fellows and others. In 1947 Radio Station WIMS rented the second floor. They required that the third floor be carpeted and rented to tenants who would not disturb their radio station activities. The third floor was then rented to the Continental Publishing Company. After the Hardware moved from the first floor, it was rented to a newspaper agency and others. The building was sold in 1968 and, in 1980, was vacant except for one rental on the ground level. It remained one of few ornate Victorian business buildings left on the north end of town.

Fred Stern remembered another German society - the Krieger Verein. Krieg means "war" in German. That group began meeting about 1904 as a social group and also to practice army drills that they had learned in Germany. Stern remembered going out to a field on the West side to watch a mock battle that the group staged. With the outbreak of World War I, the group disbanded. Stern said that, during those years, a number of saloons in the German neighborhoods on the West side had beer gardens in front of their establishments.

Courtesy Old Lighthouse Museum
SAINT JOHANNES VEREIN BUILDING

In 1872 Our Saviour Lutheran Church (Norwegian) was built at 211 Spring Street. The few Swedish Lutherans in Michigan City at that time also attended that church. As the Norwegians moved to Muskegon, Michigan, and other lumbering areas farther north, the congregation began dwindling in size. Eventually the Norwegians attended the Swedish Lutheran Church.[40] The Norwegian Church building was still being used as a church in 1923.

In 1875-76 a number of Lutheran members of Saint John's congregation, who were dissatisfied with the doctrines of that church, left to form their own congregation.[41] They conducted their first services in Union Hall on East Michigan Street while they were building their own church. It was dedicated in 1876 on the northeast corner of Ninth and Franklin. That "Deutsche Evangelische Lutheranische Saint Paulus Gemeinde" was designed by Renkawitz, the architect for Saint Mary's Catholic Church. A clock placed in the 164-foot tower, was partly financed by townspeople outside the congregation. The tolling of the bell on the hour and half hour could be heard all over town and beyond its limits. It came to be known as the "town clock." In 1899 that clock was replaced by a new more accurate one. The four faces were electrified at the expense of the city. Originally the clock had been wound by a weight mechanism whose ropes extended from the clock in the tower to the basement. It was wound twice weekly by chosen members of the congregation. It was electrified in 1965 through donations from members of the congregation.

Their first parsonage was at Tenth and Washington streets in an octagonal house which was later demolished. The second parsonage was in a house just north of the church (1885). That was sold and removed and a two story brick parsonage was built in 1888. It was used as a parsonage until 1954 when a modern one was purchased in Pottawattomie Park. The 1888 building became Luther House which housed a small chapel and the church offices. During their one hundredth anniversary (1976), the congregation renovated the interior of the church and added a new entry and an elevator to the north of the orginal building. The first classes for Saint Paul School were conducted in the basement of the church. There, too, the German language was used for catechism until World War I. A separate school was built to the east of the parsonage in 1892. Ground-breaking for a new school, at the corner of Ninth and Pine, took place in 1957.

Courtesy Old Lighthouse Museum
SAINT JOHNS AND SAINT PAUL CHURCHES
NINTH AND FRANKLIN

In 1912 some members of Saint Paul with others formed Saint Luke's Evangelical Lutheran church. In 1915 they built their church at Lafayette and Pearl streets. The building is now used as the McIntire Media Center for the Public Schools. They moved into a new church at 2000 East Coolspring Avenue in 1969. The Immanuel Lutheran Church (Missouri Synod) organized 1903-04 and moved into an unused church on Cloud Street. In 1916 they moved to 717 East Tenth Street and, in 1968, dedicated a new church at the corner of Coolspring and Woodland. The Lutheran Church of the Dunes was formed and located on Duneland Drive in 1969.

Swedish immigrants, like the Norwegians, came into the community with the lumbering and shipping industries. The Swedes, like the Germans and the Poles, tended to live in a neighborhood with people who spoke their language and followed their customs. "Swedeville" was south of Barker Avenue and east of Franklin-bounded by Pine, York, and Decatur. One of the first groceries in the neighborhood was owned by Gus Erickson and was located at the corner of Franklin and Homer streets. Swan Nelson had the first house east of Franklin on Barker. As late as the 1880's, there was still a fenced field, where horses were grazed, south of Barker Avenue and west of Franklin Street.[42] The Zion Lutheran Church was organized in 1887, and a church was built at the southwest corner of Green and Franklin streets. Sermons were preached in Swedish and English until 1925. In May, 1975, a new church was dedicated at the corner of Pahs Road and Woodland. Ten small circular panes of stained glass from the orginal church on Franklin Street were mounted in a lighted box next to the door of the modern structure.[43] The Salvation Army, which had come to Michigan City in 1892, moved into the original Zion Lutheran Church at Green and Franklin. An event which is anticipated each year in the community is the bazaar conducted by the women of Zion Lutheran Church. There people may buy the beautiful handwork and baked goods (limpa, ragbrod, pepparkakor and spritskakor) for which the Swedes are justly famous.

After the middle of the last century, Polish immigrants began arriving in large numbers. They, too, came to escape military obligations in Europe and, like most immigrants, were also hoping for greater economic opportunities. Usually a son came first and, after he was able to save enough money, sent for others of his family in Poland to

join him here. The earliest immigrants followed the natural highways - the Hudson, the Great Lakes, and the Ohio and Mississippi rivers. Pittsburgh, Buffalo, Saint Louis, and Chicago received many of those first Polish immigrants who had come from a land of small lakes, marshes, and fertile farm land. Otis and the surrounding country had attracted about one hundred families by 1871. Those farmers came largely from the villages of Kycnia, Szubin, and Krolikowa.[44] German was a second language in Posen which was, at that time, under the domination of Germany. They first attended church in LaPorte. By 1873 Saint Mary's Parish of Otis was organized - the first Polish Catholic parish in Indiana. Poles from Rolling Prairie, Michigan City, LaPorte, New Carlisle, and even Terre Haute, went there to hear sermons in their native tongue. In the 1880's many began leaving the farms around Otis for Michigan City where they could work in the "car shops" - the Haskell and Barker Company. Clem Spychalski recalled that he and his parents often took the train (Monon) to church in Otis. His uncle would meet them with a horse and buggy and take them to his farm to dinner after Mass. In the evening he would take them back to Otis where they caught the returning train to Michigan City. Many other Polish Michigan City residents followed the same custom of visiting their relatives who had farms near Otis. The first businesses among the Poles in Michigan City were groceries - Przybylinski, Kniola, and Spychalski. Other businesses were owned by Orlowski, Wozniak, Dobeski, and Stanley and Peck.

By 1890 so many Polish had found employment in Michigan City that Father Wrobel was called to organize a Polish parish there. They first met in the rectory of Saint Mary's on West Tenth Street. By 1892 they had erected a two-story church, Saint Stanislaus, at Ripley and Washington streets. A church school was dedicated in 1891 and a Sisters' convent was built in 1892. Originally the school was conducted in the Polish language but later Polish was taught as a second language. Because the Sisters realized that many of those children would not go to high school, the eighth grade teacher gave them some algebra and taught shorthand, bookkeeping, and typing after school. In that way they could have some of the skills they would miss by not attending high school. Stanley Biela, who attended college in the late Nineteen Twenties, was one of the first Polish young people in town to advance beyond high school. In 1906 the Sisters' residence was enlarged and, in 1926, an imposing large church was built on the site of the original

church. A modern convent was erected in 1938 and a church school was dedicated two years later. In 1979 Polish was taught outside of school hours on a twice-weekly basis.

The first Polish to settle in Michigan City lived in neighborhoods with the people who had migrated with them. Sometimes as many as one-third of a Polish village would leave Europe and settle near each other here in the United States. They found the English language difficult to learn and tended to send their children to parochial schools. Many of the early immigrants lived in "Canada." Others lived on Fourth Street west of Franklin, west of Wabash Street, and north of the Pere Marquette Railroad (now the Chesapeake and Ohio). Many lived in the little houses that had been built by Haskell and Barker Company. At the turn of the century, there was a Polish settlement south of Barker Avenue and east of Ohio Street. When Clem Spychalski's parents first married, they lived on West Sixth Street. Those houses were razed or moved when the land was purchased by Haskell and Barker during their expansion. The Spychalskis then moved to a house on the southwest corner of Ripley and Pine streets. The lives of those people centered around the church and school. Their "strange" names were a handicap in getting jobs because the prospective employers found them difficult to spell and pronounce. Those early Polish often changed the spelling of their names. By the mid-twentieth century, the third and fourth generations were going back to the original name spellings all but lost by their grandparents and parents. Church socials, family parties to celebrate christenings, first communions, and weddings were important social events. Perhaps the most important event in a Polish family is the wedding.[45] Large church weddings, with numerous attendants and a lavish meal and party afterward, are planned even among the least wealthy. Originally it was customary for the groom to buy the complete trousseau, as well as the flowers and wines, for the wedding. The bride's family gave the wedding and the party following. It was customary for the guests to give money rather than other gifts. In some cases the money was presented during the "bride's dance" - a custom which originated in the old world. At a given signal, the bridesmaids would present those guests who wished to dance with the bride. Before they could have that honor, they had to break a plate with a silver dollar. Even during the Depression, as much as $600 or $700 might be received during the bride's dance. Late in the evening, there was the ceremony of removing the bride's veil. It was replaced

with a cap which signified that the girl was now a married woman. The wedding party frequently continued a second or third day. In those days it was considered rude for the bride and groom to leave until the last guest had departed. This "poprawiny" or "day after" is often observed by the close friends and relatives even though the bride and groom may have departed the day of the wedding. The party is held to finish the food and drink remaining from the wedding party. Polish kielbasa (sausage) and pierogi (dough filled with sauerkraut and cottage cheese) are always part of the wedding food. Other favorite dishes are duck soup (which is also Hungarian), sweet-sour raisins or prunes, and czarnina (noodles). A favorite sweet for parties and for the Sunday before Lent is pczki. That raised dough, cooked in deep fat and rolled in sugar, is called "punsky" by German-speaking people from Posen.

The women of the church belong to various groups that sponsor bazaars, suppers, and Bingo parties for the benefit of the church and school. They do baking, cooking, and needlework for those money-making events. The Saint Joseph Young Mens' Society is a large active group which also sponsors parties and dances. The group first met at Orlowski's Hall at Wabash and Barker Avenue. Musical groups play native music for Polish dancing at Saint Joseph Hall at 2001 South Franklin. For several years during the 1930's, the Saint Joseph Society and the local press sponsored "Polish Hop" contests which were attended by as many as two thousand persons from South Bend, Gary, and other neighboring communities. At the time of the city's bicentennial celebrations, Polish days were sponsored to revive interest in Polish dancing, food, and customs. The Paderewski Club was formed, in 1947, to further the study of Polish culture, art, music, and dance.

The first known Protestant services conducted in LaPorte County were by the Presbyterians in LaPorte in 1832. Packard states that a regular continuing congregation was not organized in Michigan City until 1871.[46] Sutherland, however, wrote of attending the Presbyterian services, in 1840, when he was at the Michigan City Institute. We know that the Presbyterians and Congregationalists separated in 1841, when the Congregational Church was organized, and that a Presbyterian Church is shown on the city map of 1858. It was on the north side of Fourth Street, west of the alley between Franklin and Pine streets. According to Annie Hopkins, the first services of the Presbyterians were held

on the second floor of the old Hanson Building at the corner of Fourth and Franklin in 1871. There was a saloon in the basement of that building and people said: "Heaven above and ... below." The congregation determined to build a church the following year. It was a two-story green frame building located at 613 Franklin Street. That church burned, in 1896, and a new one was begun at the northeast corner of Ninth and Washington streets. It was dedicated in 1904 and burned only three years later. A new church was built on the same site in 1910. An enlarged and modernized Christian education building was completed, in 1960, and a new sanctuary completed in 1967.

The first Christian Church congregation met in a tent on August 11, 1907. The tent was erected just south of Baltimore (Eleventh) Street on the west side of Franklin. They subsequently met in Maccabee Hall at Fifth and Franklin. They later held services in Hopkins Hall on West Fifth Street and in the Knights of Pythias Hall. They moved from there into the Swedish Methodist Church. Eli Smith donated land at 1411 Pine Street where the congregation built a church in 1910. In 1925 they felt the need for a larger church and began a new building at 1102 Cedar. They met in the ground level structure until 1939 when the superstructure was dedicated. The educational unit was dedicated on Lafayette Street in 1962. This congregation served as mother church to the Village Green Church of Christ, at 3007 Ohio, and the Countryside Christian Church, organized at the Coolspring Township School, August 6, 1978.

A group gathered in 1901 to study the writings of Mary Baker Eddy and, the following year, formed a Christian Science Society. It met above Sieb's Bakery, at 615 Franklin, and then in the Hopkins Hall on West Fifth Street. They were incorporated as the First Church of Christ Scientist in 1905 and, in 1909, purchased property at 320 East Seventh Street where they held services until 1959. That year they built a new church at 510 East Coolspring Avenue. The Seventh Street building was the Voice of Hope Seventh Day Adventist Church in 1980.

The Assembly of God was organized in Michigan City in 1941. They held their first services in the Uptown Theater building. Later they built a church on South Wabash and, in the 1960's, established the Faith City Assembly of God at 1314 South Woodland Avenue. In August, 1979, the church

established the Michigan City Christian Schools to the north of the sanctuary. Instruction was offered for grades one through twelve.

There had been members of the Jewish faith living in Michigan City as early as the Civil War period.[47] Among the Eastern European immigrants who came to Michigan City were a number of Orthodox Jews. They organized, in 1901, the first Orthodox congregation - Adath Israel - and built a synagogue on Seventh Street near Michigan. They had established a cemetery for the congregation the previous year. Under the leadership of Moses Moritz, a Reform Jewish Congregation was organized in 1912. When they planned their temple, Fred Stern suggested that it be named Sinai Temple. Other early families in that congregation were Breskin, Kline, Nathansen, Hoodwin, Meyer, Benowitz, and Kohn. In 1920 the congregation bought the First Christian Church building at 1411 Pine Street. The religious school of the congregation first met with thirteen children, on the top floor of the Red Apple Hotel (Warren Building), on the west side of Franklin between Seventh and Eighth streets. Sixty-one young men and women of that congregation served in the armed services during World War II. In 1946 a library was dedicated to the memory of those who had given their lives during that war. By 1970 that library had grown to over one thousand volumes. Rabbi Karl Richter served the congregation from 1950 until 1976. During that period a new temple was dedicated at 2800 South Franklin in May, 1953. The former building on South Pine Street was used by the Church of God in 1980. Under Rabbi Richter's leadership, the Sinai Temple Evening Forum was inaugurated, in 1954, with Dr. and Mrs. M. L. Bankoff as chairmen. That community Forum brought many well-known speakers to Michigan City including Eleanor Roosevelt, Ralph Bunche, Clement Atlee, Madame Pandit Nehru, Walter Kronkite, Eric Sevareid, Buckminster Fuller, and Henry Steele Comager. Purdue North Central University joined with Sinai Temple in the sponsorship of community discussion groups following the theme of the Forum series during the bicentennial year. The Sinai Temple sponsors religious school, including the study of Hebrew, from nursery school through high school.

The first Syrians came to Michigan City from Chicago, in 1900, upon learning of the opportunities for work at the Haskell and Barker Car Company.[48] They invited their friends and relatives from the mining country, near Springfield, Illinois, to join them. It was not until a

decade later that their countrymen came in any large numbers directly from Syria. Many left there at the time because of Turkish domination in their homeland. Many of those early Syrians who came to Michigan City were Christians. They attended Saint Mary's Church. In 1915 Father Michael Abraham, of Transjordan, was invited to Saint Mary's to conduct services for them in their own language. He was invited to stay and help them organize a parish. In 1917 the Sacred Heart Church was established at 1001 West Eighth Street. Father Abraham made a great contribution to the people of his parish by assisting them to adjust to life in their new country. Mrs. Otto Pahl was asked to teach English to the newcomers. "Father Mike", as he was affectionately called, did much to bring about a better understanding of their culture in the community.[49] In 1926 he was granted the title Monsignor in recognition of his contributions to his people. Under his leadership the congregation organized the Holy Name Society, the Saint Anthony Aid Society, and the Altar Society. In 1936 Saint Anthony Maronite Hall was built on West Eighth Street. An American Syrian Christian Society had been organized, in 1915, with club rooms on West Seventh Street. That Society was organized with the primary objective of helping its members become good American citizens. They represent several different church congregations of people from the Middle East. These people made an important cultural contribution to the community with their beautiful handwork, other arts and crafts, and delicious foods of the Middle East.

The first Syrian-Greek Orthodox Church in Indiana was built and dedicated in Michigan City in 1911.[50] Saint George Orthodox Church, at 303 Grace Street, began to hold many of its services in English in 1950. According to an interview between Mrs. Robert Munger and James Bohlim, the Anthony Bohlim family was one of twenty who moved to Michigan City about 1900 to work at the "car factory." John Barker had recruited them, and Martin Krueger made enough land available in Eastport south of Springland Avenue for them to settle there. Anthony Bohlim, who had studied for the ministry in Syria, became their religious leader and was ordained as a priest in their church. He took the name Father Antonios Abu-Alam Farah.* The church was known as Saint George Syrian-Greek Orthodox Church. Upon the death of Father Antonios in 1930, the Bishop of Toledo sent young priests to

*Information from his great-grandson, Tim Tadros.

conduct services in English. Beginning in 1950, there was a resident priest to minister to the families of the Lebanese, several Slovakian families, and one Russian family. There is a second Greek Orthodox Church in the area, the Holy Trinity Orthodox Church, located at 7396 West Johnson Road. Other congregations in Michigan City in 1980 were: the Pentacostal, the Church of Jesus Christ of the Latter Day Saints, the Church of the Brethren, the Church of God in Christ, Church of the Nazarene, Baha'I Faith, Full Gospel, Jehovah's Witnesses, Seventh-Day Adventist, Spiritualist, and a number of non-denominational congregations.

The first spiritual leader and the founder of the Islamic Society in Michigan City was Hussein Boudeed Mohamed.[51] The Society originally met on the third floor of the Majestic Building on the northeast corner of Michigan and Franklin streets. The Bader Elmoneer Society was formed in 1914 to teach and study the history and practice of the Islamic faith. Following World War I the members were primarily Syrian and Lebanese. In 1924 they reorganized under the name of Asser El Jadeed, the "New Generation," with Nephew Sam Jezzeny as their president.[52] By the close of World War II, there were also European, Asian, and Latin American members. Under Nephew Sam, the Asser El Jadeed became the social and religious center for Middle Eastern descendants of Islam. Religious events, conventions, and meetings were held in Michigan City for members as far away as Detroit, Toledo, and Chicago. In the late 1930's they made plans to build a mosque on property they purchased at 119 West Second Street. There they built the first mosque, Asser El Jadeed Masjid, to be erected in the area. It was a two-and-one-half story building with a small tower at the front. Like other religious groups, they purchased a section in Greenwood Cemetery for the burial of their dead. In 1969 their building was razed as part of the Urban Renewal program. The group reorganized and formed the Islamic Center to recognize the diversity of ethnic backgrounds they represented. In 1971 they purchased a building and 16 acres of land on Brown Road in Porter County west of the city. The building was remodeled, in 1973, to include a dome and other structural changes. Sunday services are held between the hours of 10 a.m. and 11 a.m. and, following the services, breakfast is served by the women of the organization. In 1976 there were approximately fifty families of Lebanese and Syrian exraction in the center, two families from Palestine, and four from India and Pakistan. Four classes of approximately fifteen each were studying the Koran and the Arabic language at the Center in 1976. Two years later Sayed Abdel Amir Saffiddin, of Lebanon, was selected as their permanent

spiritual leader. Two hundred attended the close of Ramadan services on September 3, 1978. Fifty families from Michigan City and twenty-five from outlying areas were there. Among the members of the local community were Hussein Hakim, Spanish teacher at Rogers High School, and Jim Agemy, local market owner.[53]

This group has made contributions to the community from a rich cultural heritage. Although the old world customs are no longer followed among the younger generation, as recently as the 1930's the older women still covered their heads and their arms to the wrists. They were following the old world custom of not shaking hands with members of the opposite sex. They are a poetic people. As Zahia Mohamed explained: "In those old days, the highly educated among our people could converse in poetic form." Their embroidery work and lace are highly prized. Particularly at the time of their religious festivals, they prepare the delicious foods of the Mid-East.[55] Camaj (bread), decorated cookies, baklava (honey dessert), lubya and rose (lamb stew with rice), sish kabob, and warra areesh (stuffed grape leaves) are some of their favorites. They use their preferred flavorings: cumin, garlic, lemon, and rose water. These delicious foods are shared with friends outside their group.

A small Italian neighborhood in the block east of Franklin and north of Barker Avenue was known as "Little Italy" at the turn of the century. That group also made its cultural contribution to the community. Their names have become familiar in Michigan City: Albano, Pezzuto, Magro, LaRocco, Messina, and Quartuccio are among them.

As was true in many midwest towns, there were few Blacks living in Michigan City before World War I. The first group came directly from Georgia to work at Haskell and Barker and later at Josam and Weil McLain.[56] Most of them lived near the harbor, along Canal Street, in an area known as "The Patch." In 1905 a group of nine men and women organized the Bethel African Methodist Episcopal Church under the leadership of the Reverend Sylvester Ware. Mary Talbot was one of the first members of the church. Services were held first in the Sanborn Memorial Church at the corner of Fulton and York streets. In 1908 they purchased a house at 318 East Michigan Street with the idea of building a church there. It was not built until 1927 after they moved the house to make way for the new building. Times were hard during those years and the church was not finally finished

until the Reverend George W. Baber was the pastor. That building was used until 1964, when a new church was built at 629 Michigan Boulevard. In 1969, when the mortgage was finally paid, Willie Rose and Anna Graves were honored as having been members since the days when they worshipped in the Sanborn Chapel. Mrs. Graves was the wife of one of the first black professionals in Michigan City: Tenola Graves, a member of the legal profession. She served as Sunday School Superintendent for many years and arranged for girls of the congregation to learn the sewing trade. She was instrumental in organizing the Elite Youth Center in 1939. She was assisted by a bi-racial group: M. L. Knapp, Richard Davis, Mrs. Truesdell Vail, Dr. King Jones, Mrs. W. C. Haviland (Irene), James Agnew, R. C. Averitt, and Russell Allen.[57] Charles Westcott became director of the center where he organized a social program, directed a plan to obtain summer jobs for young people, and counseled those on probation.

The Mount Zion Baptist Church was organized in 1919 by the Reverend J. W. Latham.[58] Mrs. Lois Bolden was a pioneer member who served as Sunday School Superintendent for seventeen years. The congregation first met in a vacant store building at 603 East Michigan Street. Fifteen or twenty members met there for about a year and a half. When that building was not available, they met in the homes of their members. Following the increase in membership, they moved into the former Norwegian Church building at 211 Spring Street in 1923. They continued there, and later in an old school building, for a number of years. By 1968 they had built a new church at 123 Helen Street. During and following World War II, larger numbers of Blacks came from Alabama, Arkansas, Mississippi, and Tennessee. As opportunities for equality in pay, following the Wagner Act, made it possible for them to improve themselves economically, they began moving out of the segregated area into better homes in other neighborhoods of the community.

In the early days black children, who entered the public schools with deficiencies in their backgrounds and training, frequently dropped out of school before finishing high school. Harriet Wise was the first Black graduate from Isaac Elston High School in 1928. There had been several high school sports stars previously; Earl McAllister and Elton Hayes were prominent in the Twenties. The first Negro history week program in the public schools was presented in 1944. In 1945 there were six Black graduates from high school, two of whom attended college. Charles Jones,

son of Dr. and Mrs. King Jones, was the first Black college graduate from Michigan City in 1950. Of the fifteen high school graduates in 1960, three obtained college degrees. In 1965 thirty graduated from high school of which twenty-one obtained college degrees. In 1970, forty-seven graduated from high school and five obtained college degrees.[59]

By 1950 there was a group of Blacks and Whites working to improve inter-race relations. Five years later there were two Black policemen in uniform on the Michigan City force and there were nine Black firemen. In 1980 Michigan City had its first Black Fire Chief - Ray Brooks. Mayor Kominiarek appointed Joe Hawkins the city's first Human Relations Director in 1971. In 1973 Hawkins was named Probation Officer for the LaPorte County Court, Michigan City Division. In 1975 the Coates Community Center was opened in the former Harrison Elementary School building in Canada. There were programs planned for from seventy-five to one hundred youths between the ages of five and eighteen. The Martin Luther King Junior Youth and Community Center, dedicated July 23, 1978, is located on Martin Luther King Drive. This was the culmination of a ten-year dream and was accomplished through the cooperation of both the public and private sectors of the community. Joe Hawkins, Master of Ceremonies, paid special tribute to Martha Farmer, president of the Center; to Arthur Payne, director; to Dr. King Jones; and to Mayor Joseph LaRocco.[60]

As part of Black History Week in February, 1979, the Michigan City Branch of NAACP paid tribute to Blacks who had made noteworthy contributions to the Michigan City community. In banking were Jimmy Edwards and Daryl Crockett; in education were Frances Thomas, first Black teacher in Michigan City, Erma Engram and Martha Burnett, Michigan City teachers, and Al Whitlow, High School Principal; Joyce Castle and John White, Assistant Principals; in sports were Jim Whitlow, Archie Grant, Laura Wise, Kathie Calloway, Vernon Payne; physicians were Dr. C. A. Mott, Dr. Clyde DeBerry, Dr. King S. Jones; dentist was Dr. William Wesley. Other professionals were College Professor in Nursing at Purdue North Central, Linda L. Parker Tucker; Psychiatrist and College professor, Dr. Clyde DeBerry, and Industrial Engineer, Dave Greer. In government were Mayme Sanders, Executive Director Housing Authority, and Emmett Wise, Executive Director of Michigan City Fair Housing Committee-Neighborhood Center Program. Joy employees were Clifford Thomas, Robert Garnett, Fred Guest,

Viola Davis, and Al Walker.[61] Also honored, at a National Caucus on Black Aged, was W. Russell Allen for his numerous community contributions. They included PTA, Democratic Party, Boy Scouts, Red Cross, City Council, City Planning and Housing Authority, Water Board, LaPorte Mental Health Association, NAACP, Martin Luther King Youth and Community Center, Neighborhood Centers[62] Program, and Family Service Association of LaPorte County. The 1960 Census revealed a Michigan City population of 36,653 of whom 89.5 percent were white and 10.5 percent non-white. By 1970 the white population was 84 percent and the non-white population was 16 percent.

Michigan City Homes

At the turn of the century Michigan City's fashionable residential area extended along the streets between Spring and Wabash from Fourth Street south beyond Eleventh (Baltimore). Those streets were lined with magnificent elms and were graced by many imposing houses. The John Barker residence, at 631 Washington Street, was designed by architect Frederick Perkins. The three-story red brick thirty-eight room mansion was inspired by the manor houses of Elizabethan England. The interior was embellished with elaborate woodwork and other elegant details. There were seven fireplaces, a central vacuum cleaning and air-cooling system, and a ballroom on the top floor. It was furnished with luxurious rugs and furniture and was a suitable setting for the beautiful parties given during the years it was occupied by the family. In 1948 the residence was given to Purdue University by Barker's only daughter, Catherine, as a study center. In 1968, when Purdue North Central moved to its new campus near Westville, the residence reverted to the Barker Welfare Foundation. It was subsequently presented to the city of Michigan City for a civic and cultural center and made available for tours.* It was placed on the National Register of Historic Places in 1976.

Neighbors of the Barkers were Major Henry H. Johnson, at 612 Washington; Albert Nichols, at the corner of Sixth and Washington; the Paxtons at 623 Washington and the Nathaniel P. Rogers at 701 Washington. The Rogers home was a two and one-half story red brick Neo-Jacobean house with a square tower. It was

*An unpublished history and description of the center is available: Rogers, Sarah F., "The Barker Civic Center, 631 Washington Street, Michigan City, In." 1969. Revised 1977.

Courtesy Owen Nicewarner
BARKER MANSION

included in Peat's Indiana Houses of the Nienteenth Century. When it was demolished to make way for a parking lot, the beautiful cherry mantel was rescued by John Carroll and placed in the Old Lighthouse Museum for safe keeping. The A. R. Colborn home was at 901 Washington and the Charles Porter residence was at 913 Washington. Abel Duncan Porter had opened a dry goods store in Michigan City in 1856 and later became treasurer of LaPorte County. His son, Charles, married Jennie Chamberlain, who had been reared by her aunt, Mrs. Fred Haskell of Haskell and Barker. The Porter house later was purchased by the John Kerrigan family. The frame Romanesque Revival house had a round tower at one corner and was distinguished by a carved front porch. That home, too, was pictured and described in Peat's book on Indiana Houses of the Nineteenth century. Bizmark Niemer lived at 916 Washington; the Oppermans were on the southwest corner of Ninth and Wabash. Cornelius Collins was at 1115 Washington, Harold Ogden in the block next to Charles Arnt at 1305, Fred Kreidler at 1302 Washington, Henry Hitchcock at 1313 Washington,and Herbert Hitchcock at 1410 Washington. Others in that neighborhood were Bert Ford at 1412 Washington and Sam Larson at 1409. Harold Ogden later built a residence "way out in the country" on the west side of South Franklin just at the end of Barker Road. Perkins, who had designed the Barker mansion, also designed the Ogden house and the Everett house on the east side of Spring and Seventh. The Honorable William B. Hutchinson built a Neo-Jacobean mansion at 220 West Tenth Street. The carriage house and servants' quarters, at the back of the property on Eleventh Street, were converted to apartments and the mansion was later owned by the National Spiritualist Association of Churches. Mr. Hutchinson was the first president of the Citizens Bank and Mayor of Michigan City from 1876-78. He also served in the Indiana Senate for eight years. Amy Hutchinson, a daughter, married Charles Arnt. A second daughter, Grace, married William Hitchcock, and his son, Bill Hutchinson, married Grace VanDeusen. The heirs of William Hutchinson gave a fountain to the city in his memory. "For Man, Beast and Bird" was the inscription. It originally stood in front of the fire station at the northeast corner of Tenth and Franklin until that street was widened. It was moved to Tenth and Wabash at the boulevard park there. After being badly vandalized, it was moved to the grounds of the Old Lighthouse Museum, where it was restored through the efforts of the Michigan City Historical Society as a bicentennial project. Contributions for its restoration were received from citizens throughout the area and beyond.

Courtesy Old Lighthouse Museum
HUTCHINSON FOUNTAIN - TENTH AND FRANKLIN

The Becks sisters lived at 201 East Tenth Street, the Otto Aichers lived at 211 West Tenth and the Boothroyds lived at 224 West Tenth. Attorney Worth Pepple lived in the Washington Street neighborhood at 212 Williams Street. The residence of Walter Vail was at 801 Franklin and John Casey of Haskell and Barker lived at 729 Franklin. The Winterbothams lived at 701, the southwest corner of Seventh and Franklin. That house later belonged to the Motts. Arthur Gittings was at 631, the northwest corner of Seventh and Franklin, and John H. Boeckling was across Franklin at 702, the southeast corner. His daughter married William Bray. Frank Boeckling was one of the founders of the "Sitters and Stayers" club. The James DeWolfes lived "way out south," at 2801 Franklin in the DeWolfe Addition. Joseph DeWolfe lived at 501 Pine, the southwest corner of Pine and Fifth streets. The Buttinghams lived at 516 Pine; the Bert Henry house was at 702 Pine; and the Orrs lived at 802 Pine. James H. Orr was the son of Jared, an early attorney in town. Uriah Culbert lived at 732 Pine. Captain Culbert was a marine contractor who built inner harbor docks and piers in Michigan City. He was the builder of the Chicago Columbian Exposition Lagoon, the foundation[64] for the giant ferris wheel, and the electric fountain there. He served in the Indiana legislature both as a representative and a senator. His daughter, Fannie, married George P. Rogers; their home was next door to the N. P. Rogers home on Washington Street. The Allen Sammon property on Spring Street had a tennis court next to the Bowes home at Spring and Eighth. The latter was purchased by the Fortnightly Club for the Michigan City Public Library. The Samuel Taylor residence was at 216 East Eighth, and the Feallocks lived on the northeast corner of Eighth and Cedar - 402 East Eighth. Following World War II outlying shopping centers did much to take business away from the central city as was true everywhere in the country. New residential areas developed in Edgewood, Pottawattomie Park, and the beaches. Many of the old houses were converted to apartments, businesses, and offices, or were demolished.

Leisure Time Acitvities

In 1894 the following account of the new social club appeared in the Headlight:[65]

> Michigan City being planted in the midst of sand hills, one might think that its sense of fun and humor had seeped away as do the rains, and nothing

> but the dry realities of life were left behind... Not so. This club, the original conception of which is due to one of its most prominent members, Mr. Boeckling (Frank), is living testimonial to the wit, humor and general good fellowship which exists in this homelike and prosperous city.... They belong to the best families of Michigan City and no sort of entertainment would be complete without their attendance....this noble organization, whose headquarters are at F. W. Boecklings's grocery store at the southwest corner of which is a neat corner-stone, laid with due solemnity and appropriate services last June....

The article referred to the Sitters and Stayers whose cornerstone was later moved to the northwest side of Franklin at Seventh. That small "select" group of young men participated in the important social occasions and sponsored some charitable and social events of their own.[66] Another men's club was the "Dirty Dozen," which included Norton Barker, Walter Ogden, Kirk Throckmorton, Scott Holman, Ed Moran, and Art Retseck. Other members are shown in a picture appearing in the unpublished booklet "The Cruise of the Zoo Board." The Hermit Club was formed the same year as the Sitters and Stayers. Martin Krueger was its first president and J. G. Ott was vice-president. Their first club house was built of logs and was located at the Lake front on land belonging to Krueger.[67] The Woman's Study Club was organized at the home of Mrs. Allen Sammon. The first president was Mrs. E. K. Gentry; Mrs. John Barker was vice-president; secretary was Mrs. Charles Cook; and Mrs. N. P. Rogers was treasurer.[68]

The idea for an Historical Society probably originated with W. W. Vail, as early as 1923. Samuel Taylor encouraged Vail to develop the idea. When Philip T. Sprague, Senior, supported the movement, he was asked by the president of Rotary, Dr. J. B. Rogers, to head a committee to organize a society. In 1923 those three headed a group to form the society. They were granted a charter and Martin T. Krueger was elected first president. Other officers were William B. Manny, vice-president; Philip Sprague, secretary; and Mrs. James F. Gallaher, treasurer. Although the society had a charter, it was active only a short time. In 1946 the society was reorganized under the leadership of Mrs. B. R. Hitchcock (Elizabeth M. Munger). She was writing Michigan City's First Hundred Years while teaching local history in the High School.

Mrs. J. F. Gallaher was elected president; W. W. Vail, vice-president; Mrs. Hitchcock, secretary; and George C. Clough, treasurer. The group sponsored a series of Historical Institutes and made inquiries concerning acquisition of the Lighthouse as a museum. They purchased the Bailly property and held it until it could be acquired by the newly formed Bailly Homestead Association in Porter County. Miss Edna Kitchell followed Mrs. Gallaher as president in 1951. During Miss Kitchell's twenty-two years as president, the society acquired, restored, and activated the Old Lighthouse as a museum.[69]

Entertainment

Pioneer newspapers contain frequent references to dances. Robert Cizene of Bootjack often furnished the music for dances in Michigan City. A "call" for a square dance follows:

Balance one and balance eight
Swing 'em on the corner like you swing 'em on the gate
Bow to your lady and then promenade,
First couple out, to the couple on the right,
Lady round the lady and the gent solo,
And the lady round the gent and the gent don't go.
Ladies do-si-do and the gents, you know
Chicken in the bread-pan, pickin' up dough.
Turn 'em round and round, as pretty as you can,
An' why in the world don't you left alaman.
Right hand to partner and grand right and left,
And a big, big, swing, and a little hug, too,
Swing your honey and she'll swing you,
Promenade eight, when you get all straight.

First couple out to the right
Cage the bird, three hands round
Birdie hop out and crow hop in,
Three hands round and go it agin;
Alaman left, back to partner, and' grand right an' left
Come to your partner once an' a half.
Yeller canary right, and jay-bird left,
Next to your partner and all chaw hay,
You know where an' I don't care,
Seat your partner in the old arm-chair.

"Donation parties" were popular affairs, sponsored by the various churches to raise funds for the pastors. Lectures, concerts, and plays were frequent in the Fifties and Sixties. Literary and debating societies were organized

to encourage the fine arts of composition and public speaking. Balloon ascensions were advertised frequently in the LaPorte papers of the day. The pioneer period of Michigan City ended with the formation of the Old Settlers Organization in 1869.

Politics was really a form of entertainment in those days. Rallies, parades, and mass meetings with speeches were well attended. A visitor at the Jewell House, in 1876, left the following account:*

> At nightfall here the excitement which had been rising during the day reached its climax when Michigan City Democrats repaired to the New Albany depot to hold a mass meeting . . . . When Voorhees arrived, his enthusiastic partisans had him driven in state from the station in a carriage drawn by four white horses. He was no doubt the lion of the occasion and his energetic language drew forth frequent applause.

When he had finished his speech, the narrator goes on to say, a Republican jumped to his feet and accused him of a "pack of lies." Some staunch Democrat of Irish extraction shouted: "Mr. Voorhees is a perfect gintleman, sor!" The politicians gathered at the depot took up the cry: "Mr. Voorhees is a perfect gintleman, sor!" and the Republicans were hooted out of the meeting. This same narrator remarked that the proprietor of the Jewell House seemed much more interested in the success of his political party than he did in the receipts of his hotel.

Theatrical and other performances were given those early days in Union Hall on Michigan Street east of Franklin. After 1877 plays and concerts were presented in Mozart Hall, on the south side of Michigan Street between Franklin and Pine streets. The third floor of the hall had a movable stage and could be used either for plays and concerts or as a dance floor. Annie Hopkins remembered, as a very young child, sitting on the Mayor's lap to watch the dancers whirling to a waltz. The motion of the dancers around the hall made her so dizzy that she had to leave before the dance was over. A handbill advertising a Fourth of July ball there, in 1884, gave promise of a gay evening. At the turn of the century, dancing instructors were teaching the waltz and the two-step to the patrons there.

*Captain Willard Glazier, Ocean to Ocean on Horseback, pp. 376-77.

Plays and concerts were given in Saint Ambrose Academy and in the Armory Opera House. The latter was built by the Odd Fellows on the north side of Michigan Street, west of Washington. The low-ceilinged balcony was known as "the gallery." Some plays were "Uncle Tom's Cabin," "Queen of the Highway," and "Wife in Name Only." Barlow's Minstrels, and vaudeville acts also were seen there. Advertising was accomplished with parades of the actors down the main street. For "Uncle Tom's Cabin", Eva, Uncle Tom, Simon Legree and the bloodhoods were out in costume to encourage the sale of tickets. Reserved seats were sold at Godfrey's Drug Store for 10, 20, and 30 cents with ladies free on certain designated nights. The Grand Opera House opened, in 1906, on the east side of Franklin between Fifth and Sixth. "Brewster's Millions," "The Time, the Place and the Girl," and other popular musicals of the day were presented on the commodious stage there. That grand theater had a seating capacity of fifteen hundred. Often Chicago shows were tried out or shown in dress rehearsal there. Montgomery and Stone, DeWolfe Hopper, and Charlie Grapewin were some of the headliners appearing there. Special trains were run between LaPorte and Michigan City on the Northern Indiana Interurban for these exciting nights. Once the University of Michigan Glee Club was presented by the Woman's Study Club and Mrs. John Barker invited the Glee Club and a group of young ladies to a party at her home following the concert.[60]

An important contribution to the cultural life in small towns was the Redpath Chautauqua. It had spread across the country from New York State. Chautauqua Week was an important event each summer in Michigan City. A huge tent was pitched, sometimes on a rise near the lighthouse at the bend of the harbor, or in the Elston School playground, or at Central School. Children's entertainment, in the morning, included puppet shows, music, story hours, and children's plays. Occasionally a boat ride on one of the pleasure boats in the harbor was included. Many people in town might never have had the opportunity to see such productions as the Ben Greet Shakespearean Company or professional productions of plays and light opera, had it not been for Chautauqua. Nationally known lecturers were part of the cultural fare provided by the Redpath company. As movie theaters, radio, and the automobile became part of the average man's everyday life, the Chautauqua declined and the big tent no longer came to town.

The Orpheum Theater occupied the former location of the Grand Opera House. It was a vaudeville theater which added

movies when they first came to town. It eventually became a silent movie theater called the Garden. One of the Garden headliners was Mable Norman in "Mickey." The Garden burned in 1921. Other silent movie theaters were the Vaudette, the Dixie, and the Lyric. The latter was in the Ledbetter building at Seventh and Franklin. The Princess was on the west side of Franklin, between Second and Michigan; the Idle Hour was on the same side of the street, between Fourth and Michigan. In 1910 the Idle Hour advertised "our special cooling system is now working." That system consisted of huge ceiling fans. They were advertising the thriller, "Attacked by the Arapahos"; and the "Golden Harvest Time." Added attractions were solos by Mr. Loomis, the Illinois Glee Club, and the Swiss Bell Ringers. In those days, Billy Nelson was hired to play the piano as an accompaniment to the silent films. He was supplying appropriate music as background for "The Perils of Pauline", western thrillers, and comedies. He was so adept at playing "hearts and flowers", "chase" music, Indian battle music, or whatever was required to suit the action on the screen that he could play while reading a magazine or book propped on the music rack in front of him. The Willard Theater was on the west side on Willard Avenue. Wallerstein's Tivoli Theater, which replaced the Garden at 514 Franklin, was ready for business in 1922. Those were the days of the "mighty Wurlitzer" organ, and the Tivoli had its share of gifted organists who played as "added attractions" to the movies. Al Carney and Howard Peterson were two well known theater organists. Their listeners were thrilled as the organ rose from the orchestra pit while the artist played the hits of the day. The Tivoli was also available for amateur shows like the Elks' "Jollies of 1924" which advertised "Two acts in six scenes of "home" talent."[71] That theater was the setting for the first talking picture - Al Jolson in the "Jazz Singer." Eddie Cantor and Ronald Coleman were also successful in the early "talkies." The Tivoli was closed and later demolished. The Citizens Bank is located at that site.

Maurice Rubin had been assistant manager of the Dreamland and Willard Theaters. When he returned from Florida after a few years absence from Michigan City, he and his brother, Harry, formed the Dunes Lake Corporation. They opened the Uptown Movie Theater at 219 Franklin in 1927 with an admission charge of 20 cents for adults and 10 cents for children.[72] The Rubins owned the Ritz at 324 Franklin and the Lake at 428 Franklin - the former Starland location. In 1935 they took over the Tivoli. Five years later the Rubins

sold their theater interests and the Lake became the Liberty. That theater burned in zero degree temperatures in January, 1959. Television began having its effect on theater attendance. The Lido Theater was the last movie house on Franklin Square. It was between Ninth and Eighth next to the Saint Paul Church property. The Marquette Theaters One and Two were drawing patrons to the Mall and the Lido closed. In 1978-79 the Lido property was purchased and razed by Saint Paul Church. Dunes Plaza Cinema Theaters One, Two, Three, and Four were opened across from Marquette Mall in the Dunes Plaza Shopping Center. The Two-Twelve Theater on Highway 212 offered drive-in movie fare.

Sports

Donnelly Field, one block west of Willard Avenue and south of Tenth Street, was the scene of exciting baseball games at the turn of the century. The Zorns, the Yukons, and the Greys played there. They drew crowds interested in seeing the local athletes pit their skills against challengers from the local community and from other towns. When circuses came to town, the early risers were at the railroad sidings to watch the elephants unload the tents and all the concession paraphernalia. Small boys tagged along to Donnelly Field where they might get free passes to the Big Top show by carrying water to the elephants and other animals. In 1911 the Michigan City Greys built a Lakeside ball park beside the harbor near the green house in the present Washington Park. Teams who played there were: The Eastport Greys, the Polsonville* Cubs, the Maple Leafs, Varsity Squares, Saint Stanislaus Reds, the Boosters, and the Rosebuds.

Country boys coming to town looked forward to the pleasures of ice cream parlors and popcorn stands:[73]

> ...we would, first of all, head for the Canditorium (ice cream parlor on the west side of Franklin between Fifth and Sixth Streets)....I had dreamed of this moment: of opening the screen door, of entering the cool, dim interior, of pulling back a chair with the faint complaining screech of metal on tile, of looking over the printed menu, of weighing all the virtues of all the concoctions, of always deciding on the same thing - a wintergreen soda - of that final blissful moment when, with its pink foam rising like sunset tinted clouds, the soda was set before me....Our final

*Polsonville was south of Detroit in the Spring Street neighborhood.

stop was the library the real high point of the day. This was the Michigan City Public Library, cool under its great elms and with the lawns around it freshly sprinkled...I would enter the quiet building filled with the mingled, mysterious smell of old leather, stored books, and piles of magazines and papers. On one wall there was a case containing thirty-three mounted butterflies...I used to be fascinated by their shapes and colors. The librarians there were always kind to us and few buildings in the world have meant more to me than this gray storehouse of learning and adventure... on our leisurely progress out of town we used to stop at Glidden's Bakery for fresh buns; a little farther on we halted at Billy Miller's butcher shop for a six inch piece of bologna. At the grocery store next door, we bought a large bottle of Lomax Root Beer. Restraining ourselves as best we could, we waited until we had reached the turn by Dorn's woods (old Chicago Road east of Radio Station WIMS) before we pulled up in the shade to dine at leisure. With Gramp's jackknife we would cut open the buns and slice off pieces of bologna and make sandwiches. Then we would knock the cap off the root beer bottle on the hub of the front wheel and imbibe foaming draughts...

The red popcorn stands with their gold trim enticed passers-by on Franklin Street with the aroma of freshly popped corn and roasting peanuts. John Cherones had a stand at the corner of Sixth and Franklin - "Henry Burkhart's Corner." "Peanut John" was there until he went to Dolls Park Club. He left there in 1918 when he joined the army. J. Jaske was denied a petition to operate a popcorn stand on the southwest corner of Franklin at Fourth in 1934.[74] Russell Luchtman was granted a petition to repair his stand on the southwest corner of Franklin and Eighth, in January, 1935.[75] In 1938 there were five ice cream parlors listed in the Chamber of Commerce Classified Directory.

An advertisement for Dolls Park extolled its virtues as follows:

Dolls Park - the amusement grounds Deluxe of Northern Indiana. The gathering place of pleasure seekers from all parts of the middle west. Paying particular attention to the entertainment, comfort

and convenience of ladies and children. No more magnificent picnic ground can be found anywhere in the United States. All classes gather here for recreation. Reservations for picnic dates may be made one year in advance. Undoubtedly the finest baseball grounds to be found in Indiana. Contains the finest dancing pavilion to the found anywhere in the entire country. Come and See. Take Eastport car. The park is located at the end of the line. Peter Mutch, Proprietor.

It was a popular spot. A big picnic was held there each year by the Michigan City merchants. On Labor Day the longshoremen had their big picnic. Each year the Ames Band and other civic groups went there for their celebrations.

Dolls Park was located behind a high board fence with a center gate. It was in a grove of trees with a border of lilacs. It was on East Michigan Street at the present site of Eastgate Shopping Center, at Carroll Avenue. Picnic tables and benches, a picnic bar for the sale of lunches, and an open dance floor provided entertainment for visitors. There was an elevated bandstand on the south side of the enclosure which could accommodate six musicians beside the dance floor. To the east was a two-story building used for a saloon. There was a long hitching rack and horse trough across the front of that building. Originally baseball was played across Michigan Street, near the water tower, at Carroll Avenue. An open field was laid out for a baseball diamond. In 1910 it had been named "Dolls Park - the Home of the Roeskeville Cubs." The following year bleachers were built; and in 1913, an intra-city league was formed.[76] Hutchinson Contruction used mules to excavate and level the ground for an enclosed ball park at the rear of the grove. In 1914 an indoor dance pavilion was built which could be used for baseball practice in the winter. It cost 15 cents admission to a double header game of the intra-city league games. There you could see the White Eagles, the Haskell and Barker Club, the Wonders, the Merchants, and others. The Saint Joe Golden Clads played the first night game at the park. Kerosene light was used on that occasion. Later Coca Cola Bottling Works sponsored professional football in the park. During the summer evenings Walter Crum, owner of the Lyric Theater, showed silent movies for visitors to the park. Wheels of chance were installed for further diversion. In the 1930's a Black team - the Wonders - was added to the roster. After Ames Field was opened in the

1940's, baseball was no longer played at Dolls Park. Only a roller rink and tavern were left at the location when it finally closed.

At the time of the ratification of the treaty for the return of Michigan ,City soldiers from the Army of Occupation along the Rhine, in 1921, land was purchased for an athletic field as a memorial to that occasion. A stadium, running track, and tennis courts were located on land purchased from Mrs. Anna DeWolfe Evans. It was named Ames Field in honor of George Ames, who had worked during his lifetime to promote both physical and mental development in the community.[77] Among other things, he had ridden to Washington, D.C., on horseback to dramatize the need for harbor improvement. The class of 1879 had presented Mr. Ames with a gold-headed cane in recognition of his many generosities. In 1936 $15,000 was appropriated by the Council for improvement of the Ames Stadium and for playground equipment.[78]

Another public place of amusement of great importance, during its short existence, was Fitzsimmons' Sky Blue Arena. It was built on U.S. Highway 12, in 1922. It was at the end of Second Street on the east edge of the city.[79] That light blue concrete fight arena had a seating capacity of twenty thousand. It was financed locally and managed and promoted by Floyd Fitzsimmons. On the Fourth of July, 1922, Benny Leonard defended his lightweight champion of the world title against Rocky Kansas. He won with a knockout in less than eight rounds. In August Leonard had a bout with Hammer; and a third bout between Dempsey and Brennan was set for Labor Day of that year. That bout was cancelled on order of Governor McCray. Dempsey had an exhibition match with only eight thousand in attendance. $100,000 had to be refunded to disappointed fans. Although the fight was a financial disaster, glamor arrived with Dempsey and his Owens touring car with its magnetic shift. Locals walked by to marvel at its elegance while it was parked in front of Jim Vine's Berghoff Cafe, at the corner of Fifth and Franklin.[80] A match for July Fourth, the next year, was cancelled for lack of funds. The following year a new promoter, Joe Coffey of Chicago, scheduled a series of bouts. The Tommy Gibbons-Georges Carpentier match was scheduled for Memorial Day, 1924. The box seats were replaced with bleachers so that the 35,000 spectators could be accommodated. The receipts were $228,000. Those celebrities brought great excitement to town. People were agog over the French champion, in his blue beret, seen jogging

along the beach at Pepple's cottage in Long Beach. The next bout was billed for the Fourth of July, 1924. It was between Stribling and Greb for the middleweight championship of the world. That match was cancelled just two days before the scheduled date. A wrestling show scheduled for Decoration Day, 1925, was another financial disaster. A few years later the arena was dismantled. As late as 1947 Joe Louis and Bob Garner put on an exhibition bout at the High School Auditorium - the last of such exhibitions in Michigan City.[81] Exhibition swimming and diving was a matter of great interest during the 1920's when Johnny Weismuller, among others, appeared at the Roman Plunge, the Olympian pool at the Long Beach Country Club.

During those golden days in Michigan City many large conventions were held at the Spaulding Hotel. A WELCOME arch was set up over Franklin Street at the Spaulding corner. In 1923 the Indiana State Convention of the American Legion was attended by hundreds. Four special interurban cars came from LaPorte alone. Attractions billed for the occasion were numerous parades and drills by the delegates, floats, and bands. There was a band concert in Washington Park and a tour of inspection of the USS Wilmette, a Naval Reserve training ship in the harbor. There were, in addition, a demonstration by a fire tug from the City of Chicago, a golf tournament, a football game at Ames Field, an excursion on the Lake on the "City of Saint Joseph", and dancing at the Lakeside Casino. Other attractions were a boxing exhibition at the Sky Blue Arena, a flying exhibition by planes from Chanute Field, Illinois, a Coast Guard drill, and a tour of the Indiana State Prison.[82] Several years later (1934), on an August afternoon, Franklin Street was closed for a bicycle race.[83]

In the early 1900's a wheat field in the Sanborn Addition became a golf course. It extended between York and Tilden from Barker to Greenwood. John Barker and other members of the Greenwood Club rode to the club house in horse drawn carriages. Tank wagons took water from the creek to keep the greens in condition during the dry summer weather.[84] Norton Barker, in 1909, loaned money for the purchase of property for a nine-hole golf course. The property, owned by Martin T. Krueger, had once been a part of the Gould Farm. Dr. W. A. Hall and H. L. Crumpacker were active in the organization of the Pottawattomie Country Club on that property.[85] W. W. Vail was its first president. In 1939, 125 acres along East Michigan were purchased for a municipal golf course.[86] A second municipally owned executive course was opened in 1978.

In the 1970's two new recreational facilities came to town. The United Skates of America was located in part of the vacated Shoppers Fair Building on South Franklin and U. S. Highway 20.[87] In 1977 the Northwest Racquet and Tennis Club opened eight indoor and four outdoor courts at 301 West Kieffer Road - just west of Franklin Street. By the end of their first year they reported 950 members.

A 1913-17 souvenir booklet for Michigan City included fifty-one paid advertisements for buffets; cafes; and dealers in wines, liquor, and cigars. In the Twenties, two nightclubs were members of the Michigan City Chamber of Commerce - the Williard Sea Food at Willard and Sixth, and the Town Club in the basement of the Spaulding Hotel. Michigan City's version of the European coffee house was located at the southwest corner of Second and Franklin streets in Mark Moorman's Dunes Cafeteria. The informal "Breakfast Club" met daily in the coffee house tradition. There, business and professional men of the community settled the problems of the day - local, national, and international. Moorman was involved with numerous civic projects, particularly those pertaining to the waterfront and harbor. He was a member of the Michigan City Harbor Commission, Indiana State Rivers and Harbor Board, Zoo Board, Planning and Zoning Commission, City Council, and the Yacht Club. His cafeteria closed in 1953. In 1972 the William Nelson painting of Hoosier Slide, which had hung in the cafe for many years, was presented to the Old Lighthouse Museum by his widow, Daisy Moorman.

Michigan City celebrated Indiana's Centennial in August, 1916, with "Homecoming Week." During that week, there were numerous parades and a pageant at the Lake Front which depicted the first hundred years of Indiana's history. In 1933 The Centennial of Michigan City was similarly observed with another pageant at the Lake Front. The nine episodes of Michigan City's history involved hundreds of local citizens in dancing, music, and dramatic presentations. During the years 1934 through 1938, Michigan City had a week-long Indiana Days celebration. Drum and bugle corps competition and elaborate parades and floats drew visitors from a wide area. Those Indiana Days were discontinued during World War II but were revived in 1955 as the Summer Festival. In 1957 the Miss Indiana Pageant was added to the Summer Festival activities. The winner of the Miss Indiana Pageant competes in the Miss America Scholarship Pageant at Atlantic City. The Bicentennial year of 1976 was observed in Michigan City with appropriate civic projects undertaken by the city and by private organizations.

Music

The Silver Cornet Band (also called the Brass Band) was organized in 1869. It was directed by Fred Kimball. Their first concerts were given in a band stand in the Farmers' Market, the original town square between Michigan and Fourth streets. The first band was disbanded in 1890, and two bands were formed - the Union Band and the Independent Band. Those two bands united under the leadership of Harry M. Miles and the name was changed to the Ames Union Band. George Ames, who was one of the band's strongest supporters, set up a yearly endowment in his will for the support of the group. On May 29, 1891, the Evening News announced that "The new Band Stand in the City Park is now completed and will be dedicated May thirtieth." Barker had given funds for the band shell in Washington Park and for the Peristyle, which was often photographed with the shell. Professor Albert Cook came from LaPorte, in 1892, to assume directorship of the group. By 1896 the Ames estate funds were no longer available and the City appropriated a small sum toward the support of the band. The group enlisted as a unit in the Spanish-American War; it became known as the Ames Second Regimental Band.[88] It was stationed at Camp Young, Kentucky, for the duration of the war. Albert Cook, bandmaster, received an inscribed silver and gold cornet from the band in 1900.[89] The organization was still in existence under that name in 1913; R. C. Fedder was the manager. The following year John Barker arranged an endowment to supplement city funds and it became the Haskell and Barker Band. It was a social, as well as a musical, organization during those years at the turn of the century. In the summer they often went to the Burkhart Place, south of the Lake Shore tracks, in Holmesville. After they had enjoyed a chicken dinner and other refreshment, they marched to a grove north of the Rotzien mill. There they practiced at an open-air dance floor. A sum of $2,500 was raised by public subscription, through the efforts of the band, for a new circular band stand to replace the original band shell in the park. It was designed by H. M. Miles. Ten thousand persons attended the first concert in the new band stand on July 6, 1911. The Haskell and Barker Band was officially re-named the Michigan City Municipal Band in 1925. The band stand was the scene of weekly summer concerts from 1911 until 1978 when a modern band shell, the Bicentennial Amphitheater, was dedicated east of the tennis courts and south of Fedder's Alley. The Amphitheater was a Bicentennial project of the city of Michigan City. City funds were augmented by contributions from private citizens and community

organizations. Roy Hibner was chairman of the city's Bicentennial Committee. The City had planned to demolish the 1911 band stand when the new band shell was completed. However, local, state, and national Questers organizations spearheaded a drive to finance the renovation and preservation of the old circular band stand as their Bicentennial project. The completion of the renovation was celebrated with an old fashioned ice cream social and program at the band stand in the Park.

In the early years of the twentieth century, musical groups were playing rags, one-steps, and two-steps for dancing. Dance halls like the Deutsches Verein, Mozart Hall, the Armory, and the Pavilion in the Park were popular places for the dancing public. Dad Wheeler and Doc Seymour led one of the popular local groups: Wheeler on the piano, Seymour on drums, and Julius Cook on cornet. After World War I, Jim Mayer (piano) and his band; Al Cook (piano) and the Carlson Brothers (trumpet, saxophone, and violin); Bob Armstrong (banjo and ukelele); and Roger Bowers (saxophone) were "packing them in." Pat Kelsey was a real show drummer, throwing his sticks in the air, as he provided some of the best rhythm in the area. He later joined the Michigan Wolverines and went on to big time musical groups. In 1924 the Lakeview Casino was built at the water front where an amusement park was developing. Two years later the Casino's name was changed to the Oasis. One of the first big bands to play there was Jean Goldkette. Warings Pennsylvanians, Glen Gray and his Casa Loma Orchestra, and others continued the tradition. The Virginia Ramblers from Richmond, Indiana; the Seattle Harmony Kings from the Merry Gardens in Chicago; the Benson Recording Orchestra of Chicago; the House of David Jazz Band from Benton Harbor; Ed Rose and his Studebaker Six; and the Big Five from radio station WGAZ were appearing there.[90]

Michigan City was developing its own local bands of fine musicians: Gene Cook's Orchestra, the Haney-Cook Footwarmers, Dick and Gene Cook's Footwarmers and the Bernard Haney orchestra were all playing in the area at the Oasis, Hudson Lake, the Lighthouse in New Buffalo, the Blackhawk near Valparaiso, and other popular dance pavilions. Dick Cook's Footwarmers signed for an engagement at the Knickerbocker Hotel in Chicago following Isham Jones, another popular "big time" band. Dick and Gene Cook's orchestra consisted of Gene at the piano; Dick on drums; Snitz Snyder, banjo and vocal; Irv Ebert, trumpet; LeRoy Michaels, alto sax; Herb Klein, tenor sax; Jack Cathcart,

trumpet; Dude Calvert, guitar; and Pep Calvert, bass. Many of those musicians, who went on to become successful professionals, had started with Dick Cook and his Dunes Ragadores whose oldest member was fifteen years old. They played without music and practiced in Cook's grandmother's living room. They began with dates in barns and firehouses or wherever there were people who wanted to dance. They played for dances four nights a week and at the Starland Theater on Sundays. Their first full-time summer job was in an ice house in Valparaiso. Pep Calvert taught himself to play the sousaphone and the tuba in addition to his bass. Jack Cathcart played trumpet; Pep Calvert played bass and banjo; Lennie Landwirth played piano; and Norman Carlson played saxophone.

Serious music was not neglected. The Highland Club was formed in 1899 by women who had an appreciation of classical music. It became the Orpheus Club in 1901 and was known for a time as the Music Study Club. In 1909 the present Monday Musicale was formed to encourage amateur musicians to perform publicly. Its members included both musicians and those who were there for music appreciation.[91] The Apollo Male Chorus, "Michigan City's Own," was a group of twenty-four male voices under the direction of Henry Warkentine. They sang locally and made appearances outside of Michigan City, as well. They were pictured in their white ties and tails in the club car of the South Shore train enroute to an out-of-town concert. Their accompanists were Florence Smith and Evelyn Moritz. Early soloists were Martee Dahlquist, H. L. Sieb, Henry Warkentine, John D. Moorman, and Herbert R. Peterson. A Men's Glee Club was organized at the YMCA in 1939; three years later, a Girls' Glee Club was formed. The latter won first place, in 1943, in the Chicagoland Music Festival. A mixed chorus under the direction of Walter Johnson was organized at the "Y" the same year. Florence Smith (Walton) was the founder and first president of the Friendship Gardens Music Festival in 1941. Concerts, recitals, and musical theater were presented in the outdoor theater at the Friendship Gardens. Each summer local musicians entered the local competition to win opportunities to compete in the Chicagoland Music Festivals. Those competitions continued until 1962. Local winners who went on to national and international prominence were Ronald Jones, pianist, and Bobbi Annette Merriweather, soprano.[92]

Attempts had been made shortly after the turn of the century, and again during the depression, to organize a symphony orchestra in town; but it remained for Palmer

Myran, director of music in the public schools, to bring the dream to fulfillment. The first concert was given February 1, 1949, with sixty members playing in concert. Myran continued as director for fourteen years during which time some local soloists were Doris Wendt, Henriette Kominiarek, and Dorothy Treshansky. There were artists from Mishawaka and Detroit and members of the Chicago Symphony who appeared as soloists with the orchestra. Misha Mishakov, concert master for the Detroit Symphony, also appeared. His wife was Hortense Moritz, former local violinist.[93] James Cathcart became director of the orchestra after Myran. After three years he was followed by Rocco Germano of Mishawaka. At the end of two years (1964) Myran returned as conductor and continued until his retirement in 1967. The orchestra was disbanded in 1967.

Ronald Hanell, accordionist, who had appeared with Art Kassel's band, joined the Four Top Hats and later had his own group, the Four Aces. He opened the Mayfair Music School in Chicago before moving to Michigan City. He came to give accordion lessons at Olson's Music School located on Franklin between Eighth and Ninth streets. In 1959 Hanell opened Harmonia House at 128 East Tenth. Some of the teachers there were Dorothy Foster Treshansky, piano; Chuck Wiseman, trumpet; Jon Boldig, drums; and David Deneau, guitar.[94]

Community Concerts first came to Michigan City in the thirties to bring famous musicians to small towns for concerts they could not otherwise have heard. The series was discontinued for a time during the war years and reorganized in 1971 to bring well-known musical groups and soloists to the community. Opportunities for public appearances among amateur musicians continued through public school music, student recitals of private music teachers, and summer concerts with the municipal band.

Tom Hobart and the Cathcarts did original compositions and arrangements for jazz and other groups. William Nelson wrote several piano compositions which were performed locally. "Tribute to Michigan City - Bicentennial Music" by Lee W. Meyer, with words by Gertrude Smith (Mrs. Leonard), was first performed at Barker Civic Center in November, 1976.

Fine and Performing Arts

The Michigan City School of Fine Arts opened in the Warren Building under Sara Sherman Maxon, with the assistance

of Mrs. Howard Spaulding (Catherine Barker), in 1922. Classes in voice, violin, piano, drama, and art were organized. Mrs. Spaulding subsequently purchased the George P. Rogers residence for the school. It was managed by Manny and Moritz for a number of years.

The first art exhibit in Michigan City was held in 1899 in the Public Library. Traveling and loan exhibits were shown there and, beginning in 1914, annual art exhibits were sponsored by the Art Department of the Woman's Study Club and the Elston Junior and Senior High schools. Later American Association of University Women sponsored annual art exhibits at Barker Hall, with Mrs. Truesdell Vail as chairman. In 1945 a committee was appointed by the library directors to visit the Chicago Art Institute for assistance in the selection of paintings to be purchased for the library. The first selections included seven oils and four water colors. In 1970 the library began the circulation of framed art prints.[95]

Wheeler S. Marsh, portraitist, began teaching art in Michigan City in 1929, and, in 1932, organized the Michigan City Art League. The League exhibited in Barker Hall, in the second floor clubrooms of the South Shore Station, the Masonic Temple, the YMCA, and the Barker Civic Center. Begnning in 1945, the League sponsored sidewalk shows and sales on the grounds of the Trinity Church at Sixth and Franklin streets. On several occasions, they held summer exhibits at the International Friendship Gardens. Beginning in 1962-63, the League and the Dunes Arts Foundation co-sponsored Peristyle art fairs in Washington Park. During the 1976 bicentennial festivities, the League held a summer art fair at the band stand in Washington Park.

A number of local artists made noteworthy contributions in various media. Earle C. Calvert was the photographer, par excellence, between 1889 and 1937. He left many photographs of the local scene of interest to historians. George Leusch, the one-man Chamber of Commerce at the turn of the century, made a number of excellent pictures which he used commercially on postcards and china. William Nelson became the local artist best known for his paintings of the dunes. A one-man show of his work was exhibited at the Barker Civic Center in 1979. Robert Grafton first came to Michigan City in 1908 to assist Mrs. W. W. Vail in hanging an exhibit at the Public Library. He met and married a local girl, Elinda Opperman, and moved to Michigan City where he continued to paint and teach art. Two hundred and

fifty of his portraits of members of the Saddle and Sirloin Club of Chicago were hung in that club. His mural of the waterfront at Michigan City harbor was in the assembly hall of Elston High School. It was removed in 1979 when that room was remodeled. It is in safekeeping until a suitable permanent place is found to display it. Barker Civic Center exhibited a one-man show of his work. Other local artists of note in Michigan City are Gertrude Harbart, John Correll, Neil Kienitz, Joyce Keane, Jack Keane, Karl Warren, and John Lucas. Captain William C. Eddy did cartoon calendars for Honeywell-Brown Instrument Division from 1938-71.

In 1976 the Naguib School of Sculpture was accredited in Beverly Shores. Students from the continental United States and Alaska, Canada, and the Bahamas were enrolled. In 1976 plans were announced for a future expanded school to be located at the International Friendship Gardens.

Nora MacAlvay brought professional know-how to Michigan City in the field of children's theater. The first productions were sponsored by the American Association of University Women. As interest grew, the project became too large for them to continue. Tyler and Nora MacAlvay were looking for a theater for adult drama and the allied arts, as well as children's theater. In 1951 a summer art colony was formed to take over the Michiana Theater in Michiana Shores. A non-profit corporation, the Dunes Art Foundation, was formed with Mrs. Kenneth Holden, president; Phil A. Sprague, first vice-president; Tyler MacAlvay, second vice-president; Mrs. A. W. Spiers, secretary; and Matt Radtke, treasurer. Clarence T. Sweeney was Foundation attorney. Members of the first board of directors in addition to the officers were: Grace Saunders, Mrs. Hazel Kerrigan, Dr. Arthur Reinitz, Nora MacAlvay, and Mrs. Henning Klouman. They purchased a 355-seat theater, thirteen cabins, a main lodge, and about two acres of land. The dream was to establish an art colony which would encompass not only theater, but music, dance, fine arts, and crafts. The colony was formed to develop workshops in all branches of the arts. Children's theater was planned on a year-round basis with the winter program continued in the Brewery facility at 114 York Street.

At the time that Saint John's United Church of Christ moved from their location at Ninth and Franklin, Lyman Taylor purchased the property and developed the Heritage Square complex. The Festival Players Guild was formed in 1969 to operate the Canterbury Theater in the renovated

church building. The former parsonage was converted to shops and offices and the school was used as a restaurant and disco. The complex was integrated around a brick patio. The theater was used for summer theater and, after several years, presented lectures, concerts, and other programs during the winter season. The theater building was also used by groups in the community for dances and parties.

The Footlight Players organized in 1955-56. That repertory theater eventually located in the Institute Hall on Johnson Road in Waterford. The Barlo Playhouse developed as a dinner theater at the Tinker's Dam Restaurant. It was discontinued in 1978 and reorganized as the A to Z Stock Company.

In 1978 the John G. Blank Community Center for the Arts was dedicated in the former Michigan City Public Library building on East Eighth Street. It was named in memory of Mr. Blank, whose family purchased the building on East Eighth Street for the community. The board of directors appointed Vincenzo Mangione as the first executive director. Two large rooms on the main floor were converted to well-lighted galleries. The Center offered classes in drawing, painting, pottery, photography, weaving, sculpture, jewelry-making, and puppetry. They presented programs in cooperation with the Dunes Art Foundation. In 1979 a summer session was inaugurated at the Dunes Art Foundation theater building in Michiana Shores. Art Focus '79 included the Dunes Art Foundation, the Community Center for the Arts, and Dance Arts Unlimited.[96] Performances in children's theater, musical theater, and dance were presented during the season. The community had launched an integrated program for fine arts, dance, and theater. Michigan City was maturing culturally.

CHAPTER 5 - FOOTNOTES

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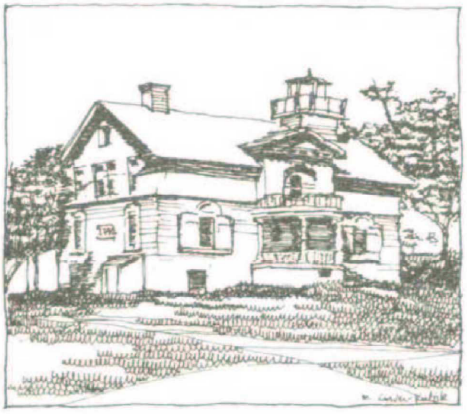


The Water Front

Chapter 6

The Harbor

The history of the Michigan City harbor is an account of the development of the city itself. The record of Congressional appropriations for the harbor reflect the commercial development of the area and of the country as a whole. Beginning in 1833 and extending through the Mid-Fifties, farm products - principally wheat - were the chief export. Imports were salt, furniture, and other manufactured goods destined for pioneer communities in Indiana and neighboring states. Harbor commerce declined during the late Fifties and through the Civil War period. That decline was a result of the growth of railroads in the area, decreased appropriations for harbor improvements, and of the war itself. After the war, Congress again turned its attention to harbor appropriations, and the greatest period of lake shipping followed. Over 90 percent of that commerce consisted in the receipt of forest products from the North. Lake transportation declined after the first decade of the twentieth century and, by the close of the second decade, almost no cargoes were entering the harbor. Fishing boats and pleasure craft were practically the only vessels coming into Trail Creek.

As early as 1816, representatives of the United States Engineers' Office[1] were surveying the southern shores of Lake Michigan. The first survey indicated that the creek was 120 feet at its widest part and was 30 feet wide at its mouth. The depth was 1 foot at the mouth and 6 feet up stream. There was little current visible near the Lake and the bottom was smooth clay. Several sites were under

consideration for the location of an Indiana port. Bailly hoped that the harbor would be located near his town site.* In addition to that site on the Little Calumet and the one at "the Michigan City," both Indiana City on the Grand Calumet and City West on Fort Creek were contenders for the harbor. Schoolcraft had, in 1821, expressed doubts that a harbor could ever be safe or permanent "upon the bleak and naked shores of these lakes, exposed as they are to the most furious tempests."[2] He suggested that "from the turning of the Calumet" perhaps islands could be built off shore at towns large enough to contain the necessary warehouses and that the islands could be connected to the shore by bridges.

Public opinion had overcome President Jefferson's opposition to internal improvements. He had feared that the money would become "a source of boundless patronage to the executive, jobbing to members of Congress and a bottomless abyss of public money." The Erie Canal, completed in 1825, was providing a needed gateway to the Old Northwest, and the idea of the government's using money for public projects was generally being accepted. Peck's Guide[3] stated: "If a person designs to remove to the north part of Ohio and Indiana, to Chicago and vicinity or to Michigan or Green Bay, his course would be by New York Canal and the lakes." The General Assembly, in 1831, petitioned the United States War Department to conduct a survey at the mouth of the "Deschemins River." That petition was followed by many others which requested direct appropriations for harbor construction at the mouth of Trail Creek. During the time, Isaac C. Elston was active with both the State and National legislatures while he was working for a harbor at his town site. He knew key men in both Indianapolis and Washington and was carrying on correspondence with them. William Hendricks and John Tipton wrote him, in the fall of 1833, that they were using their influence to secure harbor appropriations.[4] Elston was also in touch with William Saint Claire Clark of Washington. Clark and Duncan owned Trail Creek property and were working with Edward E. Hannegan for a survey of Trail Creek. In December, 1833, Hannegan made a speech in Congress urging that a committee be appointed to inquire into the feasibility of constructing a harbor at the mouth of Trail Creek. That was probably the first time that the harbor was mentioned in Congress. Hannegan was a resident of Michigan City for several years and was the representative in Congress for the Northwestern

*See Chapter 1, p.5.

Indiana district from 1833 until 1837; he was in the Senate from 1843 until 1849. In 1834 a committee from the town of Michigan City wrote Elston urging him to appear in Washington on behalf of the Trail Creek harbor.[5] On November 24, 1834, Samuel Miller of Michigan City informed Elston that the survey had been completed and that the engineer was leaving that day for Detroit. A report of the survey was filed before the Senate by Lieutenant John M. Berrien.

Following that survey, a new Memorial from the General Assembly was directed to Congress, January 23, 1836. The petition stressed the fact that Michigan City was being mentioned as a terminus for many proposed internal improvement projects and would, therefore, be a logical location for an Indiana harbor. Shipwrecks were numerous in the vicinity of Trail Creek in those early years. A memorial to Congress in 1838 included the following:[6]

> The amount of money paid for freight of produce and merchandize at Michigan City during the past year has exceeded twenty thousand dollars. The value of the merchandize landed at the same place in the same period and forwarded from thence into the interior of our state we are certainly informed, has been upwards of four thousand dollars. Indeed, the whole northern part of our state for near one hundred miles south from Lake Michigan has received its supply mainly through that channel . . . . It is now the only road to the city of New York. An appropriation has been made by Congress to erect a light house at this point, and nothing now is wanted but a commodious harbor to make the navigation of that part of the lake safe and anchorage good.

The first government appropriation of $20,000 for harbor construction was signed by the President, July 4, 1836.* That event was celebrated with enthusiasm by the citizens of the town with the towing in of the Sea Serpent.** At that time all ships had to wait outside the river while their cargoes were carried in and out by lighters.

A second appropriation of $30,000 was made in 1837 and a third for $60,733.59 in 1838. More than half of the money

*Oglesbee's chapter on the harbor is accurate on petitions, memorials and appropriations.
**See Chapter 3, p. 90.

from the first three appropriations was used to buy materials. Of that amount, $20,000 was used for hewn oak timbers. The channel was extended beyond the mouth of the creek by the building of east and west piers, and it was dredged to a depth of 12 feet, 100 feet wide. Permission was granted by the City Council for lumber storage along Trail Creek between the Steward and Miller warehouses. That land was east of Washington Street and north of Front Street.[7] Wharves were being built; some were built by the City and others by merchants like Blair and Mower. The City Wharf was leased to Samuel Mower for five years beginning July 21, 1841.[8] During the years between the third (1838) and fourth (1844) appropriations, harbor materials were tied up in the creek and began decaying or were sold at less than one-fifth of their original cost. The unfinished piers were damaged by the weather and vandals. By the time of the fourth appropriation of $25,000 in 1844, the patching began and, due to lack of funds, no new construction was started.

John Barker, Harbor Master, reported the following commerce:

Years	Imports	Exports
1835	$ 100,000	$ 15,000
1836	200,000	45,000
1837	325,000	48,000
1838	411,319	130,317
1839	543,713	210,426
1840	410,000	262,637

Addison J. Phillips, who came to Michigan City from Chicago in 1842, left the following description:

> . . . . there are many warehouses strung along a dock that was six feet high. We landed at the Hitchcock warehouse right at the bend where the old packing house was. I remember we had to put barrels up on our lighter for the women folks to land at that dock. The creek had been dredged out some distance and some piers had been constructed, but these had been wrecked by storms. Then C. B. Blair, John Barker, and others built piers for the shipment of wheat. Why, not many now know that in those days more wheat, pork, and lard were shipped from this port than were shipped from Chicago!

Addison Phillips became an important citizen of Michigan City. He had a sizeable cobbler's business on Franklin Street at the site where the Vreeland Hotel was later located. His father, too, was a shoemaker in LaPorte. His younger brother, Lodner Darvantis Phillips, was not a businessman but developed into something of an inventive genius.[9] His passion was submarines, but he also invented two different button machines, a wool carding machine, and a functional iron diving suit as well as a diving bell. He also experimented with early forms of the periscope. His consuming interest was the submarine, however, and, in 1845, he launched his first one from the beach near the Lighthouse in Michigan City. It was modeled after a whitefish, made of wood, and covered with sheet copper. It was propelled with a pole that pushed it along the bottom. The opening for the pole was made watertight with rubber gaskets. He had designed a crude tank which, when filled with water, caused the craft to sink. A hand operated plunger forced the water out of the tank when he wished the craft to surface. He took it to the bottom in 20 feet of water and raised it successfully, but it then sank and collapsed. Since his theories had proved to be correct, he went on with a second craft which was launched in the Chicago Ship Canal. It had an added feature - a device for controlling depth. It was lost in the Chicago River. A third was launched in Michigan City in 1851. It was cigar-shaped, 40 feet long, and 4 feet in diameter at the widest part. It was equipped with an apparatus which forced air through water to keep the air purified. It also had an automatic balancing device and a mechanism for manipulating

tools on the outside. It was moved by a propeller and was so successful that he and his family were able to spend a day exploring the bottom of Lake Michigan. His great interest in salvaging wrecks caused him to attempt to reach a depth of 155 feet. When his craft began to leak badly at 100 feet, he returned to the surface. He then attached it to a hawser and lowered it to the bottom. The hawser broke and his craft was never recovered. His fourth submarine probably ranks as one of the most complete built, prior to the Holland boats in 1895. He built it near Buffalo, New York, and launched it in Lake Erie. It was designed much like the third, but was equipped as a fighting boat with a cannon aboard which was successfully fired under water. He believed that it was capable of sinking the Merrimac. It had a conning tower capable of sliding up and down, periscopes, and a device which automatically kept it at any given depth and on an even keel. The propeller achieved 4-1/2 knots per hour. The craft was equipped with a steam boiler to generate steam under water. A hatch at the bottom allowed a diver to emerge with tools. Phillips' plans were studied by Joseph Henry, first curator of the Smithsonian Institution, and A. D. Bache, Superintendent of the United States Coast Guard Service. Their report to the government was favorable, but nothing was done with Phillips' ideas. His patents may have reached John P. Holland, of Ireland, who used many of the same theories in 1895. Phillips' wife's family name was Holland, but it is not known if there was a family connection with the John Holland who produced the first known successful submarine. Although Lodner Phillips' name is not recorded in bronze, his efforts in Lake Michigan near Michigan City certainly contributed to the development of the modern submarine.

Addison Ballard, who came from Chicago by land in 1842, spoke of the great warehouses along the harbor with signs reading "Forwarding and Commision." Vessels were anchored a safe distance out so they could cut and run in case of sudden storms. Blair constructed a bridge for public use at the foot of Franklin Street.[10] Commercial fishing was a growing water front business. This was the busy water front depicted by Grafton in his mural of the Michigan City harbor.*

Chicago, too, had been made a port of entry and became Michigan City's rival for government appropriations. By 1847 when the next

*See Chapter 5.

appropriation was due, the national treasury was so depleted that no sizeable appropriations were being made for any internal improvements. The failure of the appropriations bills raised a storm of protest in the local press. The Indiana Gazetteer for 1849[11] made the following reference to the harbor at Michigan City:

> The surplus articles exported are wheat, flour, corn, oats, pork, beef, etc. of which there have been at least $500,000 annually taken from Michigan City, principally the products of the County. Stock, horses, etc. are also driven to Chicago and Detroit ... Michigan City has a number of large warehouses conveniently situated on Trail Creek for the storage and shipment of wheat and had the improvement of the harbor been continued as was contemplated, the great emporium of the northern trade of the State would have been here ....Instead of this vessels can now be loaded and unloaded only from lighters, and in pleasant weather.

John Pettit of Indiana reported the bad state of the harbor to the United States Senate on July 29, 1854:[12]

> Last fall . . . I visited the harbor of Michigan City for the purpose of looking at it; and there, standing upon the pier, as far as the eye can reach, you can see wrecks on either beach... because, in the stress of storm, vessels have been driven down...The wrecks of the vessels are to be seen on both sides of the harbor which a small sum of money would have rendered secure.

In desperation, a citizens' committeee met at City Hall, in 1864,[13] to organize the Michigan City Harbor Company. The men sent a Memorial to Congress asking that they be permitted to take over the work begun by the government and to devise their own plans for harbor improvement. On July 15, 1865, the city appropriated $350 for a dinner for a harbor committee which was to inspect and aid the new harbor project. The legislature granted the new company the authority to sell stock to potential stock-holders. The shares

were sold for $50 each. During 1866-67 they were able to raise, by subscription of private funds from local citizens and others, a total of over $100,000. During the first year they sold $6,500 worth of stock in Westville.[14] They widened the entrance to 200 feet and were able to dredge the entrance to a depth of 15 to 20 feet. Before they ran out of money, they rebuilt the foundation on the old government piers and made extensions into the Lake for protective purposes. When they finally ran out of money, they again applied to the government for an appropriation and, in 1866, received one for $75,000. In 1874 the city of Michigan City accepted dredges, scows, and tools of the Michigan City Harbor Company as payment for the debt owed the City by those hardy stockholders. This was the last reference made to the company in the City Clerk's Records. In 1866 appropriations of Federal government money, which were added to the funds of the local company, made possible a further improvement of harbor facilities. After 1850 native lumber was becoming so scarce that lumber was being brought in from the North. Vessels were also carrying iron ore, lath, lime, plaster, salt, and other commodities; and they were able to deliver their cargoes in comparative safety. In 1868 two thousand schooners were officially registered on the Lake. During that year hay, potatoes, and 160 bushels of huckleberries daily were shipped from Michigan City. Warehouses were busy again,[15] and a stock yard was located on the banks of the harbor. Shipping records, which appeared in the Michigan City Enterprise in the summer of 1869, indicated that most of the vessels clearing the harbor were loaded with hay and potatoes. Those entering the harbor from Michigan and Wisconsin carried lumber, shingles, and stone. The City Council adopted an ordinance charging fees for the use of the public wharf. Collections were made on: coal, shingles, iron ore, stave bark, salt, plaster, lime, empty barrels, brick, wood, lumber, lath, grain, fruit, hay, stone, merchandise, and potatoes.[16]

By the year 1870, over $287,000 had been appropriated and a safe harbor had not really been achieved. Until that time none of the money had been used for an outer harbor. That year (1870) the first money ($25,000) was appropriated for use on the outer harbor. Beginning the following year and continuing through 1875, $50,000 was appropriated each year for work on the outer harbor. Between 1870 and 1885 appropriations were made for the construction of an outer basin of 40 acres to the east of the inner harbor with an

exterior detached breakwater to the west. In 1882 the appropriation was for an "exterior" breakwater in the open lake west of all other harbor works. That was only half accomplished by 1894. In the meantime, the inner harbor piers had decayed. The channel had been lengthened to 9,159 feet and to a depth of 12 feet. That year Lieutenant Colonel G. H. Lydecker, engineer in charge of the project, reported that there was no advantage in continuing unless the entire project could be finished. By that time, the 12-foot depth had become impractical for the large steamers. Instead of providing safety, the piers and cribs in the outer harbor had become sources of danger. Beginning in 1886, appropriations were made every two years for both inner and outer harbor maintenance and repair. This continued until 1899 when only inner repairs were done. Up to 1897, Congress had spent millions on the Chicago harbor and just over a million on Michigan City. By 1900 the outer harbor was agan improved under a $195,000 appropriation. After that time appropriations decreased and things were again in disrepair.

Although the records of Miss Colfax may not be altogether complete, her lighthouse keeper's journal revealed the following arrivals in the harbor for each season of navigation beginning in 1873:

1873	49 arrivals	1889	532 arrivals
1874	88 "	1890	none recrd'd
1875	54 "	1891	275 arrivals
1876	65 "	1892	none recrd'd
1877	7 "	1893	" "
1878	84 "	1894	" "
1879	32 "	1895	" "
1880	11 "	1896	352 arrivals
1881	1 "	1897	320 "
1882	274 "	1898	276 "
1883	472 "	1899	318 "
1884	603 "	1900	none recrd'd
1885	474 "	1901	" "
1886	447 "	1902	30 arrivals
1887	454 "	1903	171 "
1888	454 "	1904	112 "

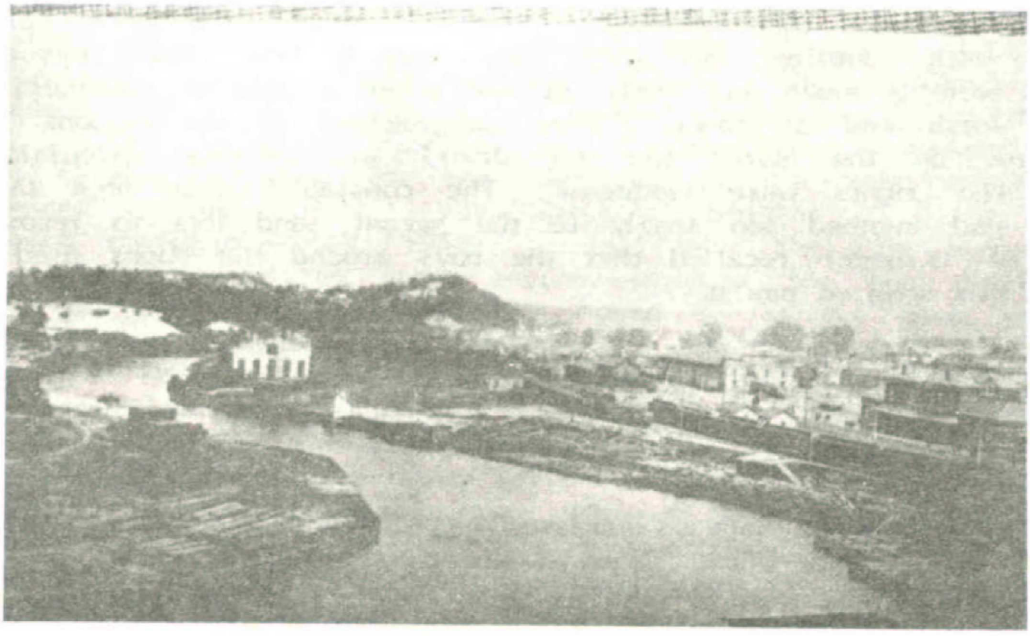
The increased use of the harbor is evident from the attention that the City Council devoted to the regulation of shipping. In addition to his other duties, the Harbor Master was required to act as harbor policeman to see that

dock regulations were not violated. Produce had to be moved within 48 hours or penalities were imposed. As the shipping increased, the government was petitioned for additional financial help. Beginning in 1879, money was used for assistance in regulating the docks, as well as for the work done on the harbor itself. The city was assisting in the dredging and repair work during that time. A ferry was established across Trail Creek at Franklin; the fare was 5 cents per person.[17] The city guaranteed the construction of docks and sea walls along the margin of Trail Creek between Franklin Street and the Michigan Central railroad bridge if the United States government would dredge between those lines.[18] Delegates were sent by the city to several outside communities to represent the commercial interests of Michigan City and to advertise her advantages as a port. Commerce for the year 1887 was recorded as follows:

Lumber	85,365,000	Feet
Shingles	55,955,000	"
Lath	17,452,000	"
Cedar Posts	3,400	"
Slabs	80	cords
Wood	130	"
Pig Iron	6,368	tons
Salt	97,086	barrels

The old warehouses, which had received grain for shipping since the harbor had opened, were being removed and Michigan City was a busy lumber port. By 1887 steam vessels were taking the place of sails on the Great Lakes. The decade beginning in 1880 marked the peak in lumber shipping to the harbor. M. T. Krueger recalled: "As far up stream as the Sixth Street bridge, the docks and adjacent grounds on both sides were piled high with the products of Michigan forests and hills." Arrivals for the week of May 5, 1880 were:

From Grand Haven	Schooner Petro with ties
	Schooner David Macy-lumber
	Schooner Hunter Savidge-lumber
From Manistee	Schooner Lucie Simpson-lumber
	Schooner Amoskeag-lumber
	Schooner Jessie Phillips-lumber
From Muskegon	Schooner L. B. Coats-lumber
	Schooner Hattie Earl-lumber
	Schooner Rouse Simmon-lumber
From White Lake	Schooner Maggie Thompson-lumber
	Propellor Tempest-lumber
	Schooner Regulator-lumber
	Schooner Russia-lumber
	Schooner Liza Day-shingles
	Schooner C. Harrison-lumber
	Propellor Snook-lumber
	Schooner Kate Lyons-lumber
	Schooner J. F. Tracy-lumber
	Schooner Hattie Fisher-shingles
From Collinwood, Ont.	Schooner J. G. Worts-ice
From Escanaba	Schooner W. B. Ogden-iron ore
From White Hall	Propellor Swallow-lumber
From Saugatuck	Scow Banner-lumber



Courtesy Old Lighthouse Museum
HARBOR EAST FROM HOOSIER SLIDE PRIOR TO 1890

The lumber "shovers" or "dock wallopers" were busy along the docks in those days. Several gangs were in competition, each with its own boss. Some of them were: Anderson Standard, Benjamin Franklin, Julius Snyder, James Fogarty, Frank Anderson, and James Butler.[19] The Michigan City Dispatch for May 29, 1884, stated that over two hundred men were employed in the lumber yards and over a hundred dock workers were busy on the docks. When those longshoremen received word that a vessel had appeared on the horizon, they would race to the pier to be the first to get the jobs of unloading. Many vessels that made regular stops at the docks employed the same gang each time. Eventually the dock workers formed unions for their mutual protection. They were well paid, for those days, and had plenty of leisure in which to spend their earnings. Many of them were settled citizens with families, but there was also a less stable element. They were a rough and ready lot and added a note of rowdiness to the North End of town. They congregated in the saloons and taverns on the North End for drinks and political discussions, and fist fights were frequent. The constable often took those who had imbibed too freely to the vacant sand lots to recover. M. T. Krueger recalled that the boys around the docks used to sing this song on pay day:

Whoop - de - larity, Whoop - de - larity,
Times are mighty hard
And a dollar a day is all they pay,
Down in the lumber yard.

The longshoremen always dressed in black satin shirts, white duck pants, and black shoes when they marched each year in the Fourth of July parade. They were important members of the North End community and of life along the water front.

By the close of the century, the citizens of Michigan City saw the heavy lumber commerce being diverted to Chicago which, by that time, had become the port of entry for Michigan City. A major part of the money which was being appropriated for harbor improvements along the shores of Southern Lake Michigan was being used for the harbor in Chicago. Cargoes being received at the Michigan City harbor began changing from forest products to other materials. The Michigan Salt Association built a warehouse on Second Street near the harbor. The company was one of the largest in the state. Their warehouse at Michigan City had a capacity of 25,000 barrels. They brought in salt from Manistee, Michigan, and shipped it throughout Indiana and Illinois. A cargo of pottery clay was unloaded at the Michigan City dock in 1926; it had been brought from England in a Norwegian ship.[20]

During and following the Depression, interest in harbor improvement was limited largely to the improvement of the basin. Beginning in the late 1930's major dredging occurred and, at that time, the breakwater repair was resumed. In 1936 the City Council authorized the construction of municipal docks, and attempts were made to revive commercial shipping.[21]

Repairs were made to the piers in 1954, and two years later three grain elevators, with a capacity of 712,000 bushels of grain, were erected by Cargill along the south side of the harbor west of Franklin Street. Major dredging operations occurred in 1956, and the following year the "Jupiter" picked up a cargo of 90,000 bushels of soy beans at the elevators. By 1959, 200,000 tons of grain had been shipped to Chicago from Michigan City. The "Jupiter" and several other vessels began a regular schedule to Michigan City. The following year further dredging was completed so that cargoes of salt for the highways of the area could be accepted at the harbor. The "Sumatra" brought in 6,000 tons of salt on October 28, 1958.[22] That year the City appointed an advisory board to make recommendations for the development of the harbor. The City hoped to attract deep water traffic in connection with the opening of the Saint Lawrence Seaway. Mark Moorman was chairman of the Michigan City Lakeland Port Authority formed in 1959.[23] Other members of the committee were Robert McKee, Paul Jackson, John Kelley, and Hartley Job. The Lake level was so low that year that the dry bed of the creek was exposed west of the railroad bridge. The turning basin became a mud flat. The water was 6 inches deep at Sixth Street, and it was necessary to plow the middle of the harbor to establish a channel.[24]

Fishing was an important business along the water front, Cargill was carrying on a good grain business, and the Monon was requesting the right to develop coal docks on the north side of the harbor between the armory and the B and E Marine. The Monon promised a total of 2,000,000 tons of coal annually. There was a storm of public protest against the harbor's being used for coal docks. In 1965 the Interstate Commerce Commission denied the Monon's bid for docks.

Salt was brought in and stored near the Yacht Club on the grounds of the Old Lighthouse, at the Smith Brothers property, and behind the armory. The revenue from that storage was used to finance studies on future harbor use and on dredging for pleasure boating. In 1960 the Port Authority was awarded jurisdiction over the channel, and, in

1965, their master plan for the harbor was revealed. It was established that the Michigan City harbor be used for pleasure boating only.*

At the turn of the century Randall Burns owned 1200 acres of worthless land in the Calumet marshes. In 1906 he organized a group to prepare a petition for a drainage district in Porter County. The petition was filed two years later. After years of legal battles, the contract for construction was let in 1923. The total land area drained was 400 square miles. When it was completed in 1926, it had cut through the dunes at Tolleston Beach with a channel 1-1/8 miles long. The Little Calumet and Deep River were diverted into the Lake east of Ogden Dunes. That channel was 6-1/2 miles long from the head of the ditch to Deep River. The ditch drained 20,000 acres in Porter County and in the Gary area. Previously (1900) the Chicago Sanitary Ship Canal had begun the reversal of the flow of the Chicago River and, in 1922, the Calumet Sag Canal finished the reversal so that the river flowed into the Mississippi system instead of draining into Lake Michigan.[25] The State of Indiana again became interested in a Lake port for large vessels. In 1937 Congress authorized a new study of the Indiana shore line and the state appropriated $50,000 for the creation of the Indiana Board of Harbors and Terminals. The opening of the Saint Lawrence Seaway encouraged a second study by the Federal government in 1951. The United States Corps of Engineers recommended the Burns waterway as the only feasible location for a port in Indiana. The Port of Indiana began operations at Burns Harbor in 1970, ironically not far from the place which Joseph Bailly had envisioned as an Indiana harbor. The Calumet region experienced an industrial boom. Midwest Steel Corporation came into the area in 1961 and Bethlehem Steel in 1964. The South Shore Railroad increased its freight business with coal from Southern and Central Indiana and from the Western States. Coal was being hauled to the steel mills and to the Northern Indiana Public Service generating plant at Michigan City.

The first two transit sheds of the port of Indiana opened in 1972, and the port began handling general cargo. Eighty-two barges and sixty-three merchant vessels docked in the port in 1974.[26] Shipping on the Lakes had been seasonal since the time of fur-laden canoes. Historically, the Northwest iron ranges and the Midwest steel region hibernated from December until April because of storms and ice on the Lakes. The winter of 1975-76 was a mild one, and the Coast Guard ice breakers were able to keep the shipping lanes

*See p. 276-80 on pleasure boating.

open. The most difficult places had always been the Saint Mary's River between Lakes Superior and Huron, the Straits of Mackinac between Lakes Huron and Michigan, and Lake Saint Clair between Huron and Erie. History was made in March, 1975, when the "Phillip R. Clarke", a United States Steel Corporation boat, docked at the Gary works. This arrival marked the end of the 1974 and the opening of the 1975-76 season - the first time there had been continuous shipping year round.[27] The open year allowed the Great Lakes fleet to carry over 13,000,000 tons. Since 1970 the United States Congress had committed $9,000,000 to the extension of winter navigation. The investment was for a program to study ice-breaking and ice control techniques and to initiate sophisticated vessel monitoring systems. The National Aeronautics and Space Administration has aided this program by photographing ice formations for ships' captains.[28] Of necessity, Michigan City's dream for a commercial port faded and the City turned to other ideas for its harbor and Lake Front.

Michigan City Light Station

The Indiana Democrat, in 1834, included the following item: "We understand that a Mr. Wendell, a collector at Mackinac, had been employed to take preparatory steps for the purchase of a site and the erection of the Light House to be established at Michigan City, LaPorte county, Indiana, under the act of Congress." That act provided "For a lighthouse on a proper site at or near Michigan City, Indiana," and an appropriation made June 13, 1834, "established the Michigan City Light Station, August 15, 1934." The bids for the project exceeded the $5000 Congress had appropriated, and May 9, 1836, an additional $3000 was appropriated. Because the work was not completed by the end of the year, Congress re-appropriated the stipulated amount. The contract to build was let August 18, 1836. The entire project was completed for $7000.* The original property for the Lighthouse was obtained from Isaac C. Elston and his wife by warranty deed dated June, 1835, consideration, $1. The tract ran from the bend of the creek to the Lake. The first light was hung on a tall post about 100 feet west from the west porch of the present Old Lighthouse. In 1836 plans were made to build a "whitewashed split stone or hard brick round tower 40 feet high, 22 feet in diameter at the base tapering to 10-1/2 feet at the top, with

*Information from National Archives Group 26 of documents filed for Lighthouses, etc. Copy in Old Lighthouse Museum Library.

walls 3-1/2 feet thick at the bottom and 2 feet at the top." The separate dwelling was described as one of the most attractive spots in Michigan City - "a story and a half house plastered on the outside and dazzling in its whiteness, more of a portico than a verandah ornamented the front and was covered with trailing vines." It faced south and was shaded on the west by a grove of small oaks. The lawn was landscaped with shrubbery and flowers and enclosed by a low, rustic fence with a wicket gate and a gravel walk to the residence. The first keeper was Edmund E. Harrison, appointed December 9, 1837. It was next kept by Mrs. Harriet C. Towner, the wife of the Reverend Mr. James Towner, principal of the Michigan City Institute.[29] In 1858 the government constructed a Milwaukee brick, three-story structure with a stone foundation. It served as a dwelling, and the beacon was placed at the north end of the roof. The light was a fixed Fifth Order Fresnel lens. The supporting north wall was 24 inches thick; all others were approximately 18 inches thick. John M. Clarkson was the first keeper to live in that structure.

The best known keeper was Miss Harriet Colfax, who was appointed in 1861 with a salary of $350 per year. She was a cousin of Schuyler A. Colfax who was vice-president under President U. S. Grant. Harriet's brother, Richard, had come to Michigan City as editor of the Michigan City Transcript. Harriet had studied music before coming to Michigan City from Ogdensburg, New York. She learned to set type and helped her brother get out the paper when he needed her. She became a close friend of Ann Hartwell who was teaching in Michigan City. When Harriet moved into the Lighthouse to begin her new duties, Miss Hartwell joined her. The latter was a sister-in-law of Dr. Sherman, who once said in introducing her: "This is my sister-in-law. Ann's a good woman, but she dresses like the devil."[30] She taught in Michigan City for twenty-five years. Friends remembered that it was often dark in winter when she had to take the Second Street ferry to cross the harbor to the Lighthouse. After she stopped teaching, she opened a book store which she sold to the Hopkins sisters in 1893. The Lighthouse was frequently visited by friends from town and became a real social center. Miss Colfax was described as a "pleasant faced young woman of twenty-five years and her petite figure seemed peculiarly unfitted for the position of lightkeeper." The two were known among their friends as "Ann and Tat." Miss Colfax remained as keeper until 1904, when she retired at the age of eighty.

The original fuel for the light was lard oil. The wicks had to be trimmed and the reflectors polished every day. The inspectors and the sailors, who could see the light 15 miles out in the Lake, praised Miss Colfax as having one of the best kept lights on the Lake. Her light came to be known as "old faithful." The first beacon light, which was placed on the east pier, November 20, 1871, was also maintained by the keeper. Beginning in 1872, Miss Colfax's journals contained a record of conditions at the harbor, wind direction, atmospheric pressure, reports about the light itself, as well as notes on shipwrecks. Her journals are available at the National Archives in Washington, D. C. Keeping the light on the pier was not an easy job in bad weather. In the winter the oil had to be heated before it was carried out to the light. During storms, spray and water would dash over the raised walk; that made the trip to the light hazardous. On one particularly stormy night, after she had made the cold trip, she found the lock would not open and she had to break the glass to reach the lamp inside. By that time, the oil had congealed and she had to go back to the house to re-heat it. A bad storm in 1887 destroyed the light on the pier. Beginning in 1888, the light on top of the Lighthouse was kept burning all year round rather than from April to November. A notation in her journal states "commence using kerosene at Beacon July 16, 1880." On March 24, 1902, new improved kerosene lamps were installed on the west pier. At the time Miss Colfax retired, in 1904, the building was remodeled and enlarged with an addition of two rooms at each level on the north end of the building. The house was converted to two identical apartments for the two families. The keeper lived in the east apartment and the assistant in the west half. Partitions were placed on all floors to separate the two families. The kitchens and dining rooms were in the English basement, the living-rooms on the second floor, and the bedrooms above. A second chimney was placed on the north end of the building. The semi-circular porch and balcony added on the east side and the rectangular porch on the west were supported by Corinthian pillars. The windows were arched, the upper story of the building was shingled, and the lower was painted. The original fog signal was housed at Rawson and Root Lumber Company and was sounded by turning a hand crank. The first fog signal on the pier was installed in 1905; it was powered by steam. Both the fog signal and the light were electrified in 1933 and could be operated from shore. On July 1, 1939, the Coast Guard took over the Lightkeeping Service. Walter Donovan, the last keeper, died in August, 1940, and his family and the assistant keeper, Ralph Moore, moved out of the building.*

*See Appendix VI for Lightkeepers.

The building was used as a private residence for a time, then as the Coast Guard Auxiliary Headquarters, and was finally left vacant. When it was declared surplus by the United States government, it was purchased by the City for half its appraised value in 1961. The hill to the west of the building was leveled and the trees removed when the city began using it for salt storage. In 1964 the Michigan City Historical Society entered into a lease agreement with the City, the Port Authority, and the Department of Parks and Recreation for the restoration of the building and the establishment of an historical museum. The lease was to extend for twenty years. The Historical Society was to receive 50 percent of the revenue from salt storage on the Lighthouse strip. In 1966 they received $8,000 from that source. The building was restored through the subscription of public funds. During the restoration, the Questers organization replaced the north chimney with an exact replica of the original lantern. The partitions which had been placed in the building in 1904 were removed. The two latter restorations were done with the aid of the original architect's drawings, available at the museum. The Old Lighthouse Museum was dedicated on July 9, 1973. The building was placed on the National Register of Historic Places in 1975. It is also on the Indiana Register of Historic Places.

Life Saving Station

The United States government authorized the purchase of a site on the east side of the harbor, near its mouth, May 4, 1882, for the establishment of a Life Saving Station. The site was purchased from the Michigan Central Iron Company. Three buildings were located there. The first was a two-and-one-half story building for the boat house and launchway, and offices and quarters for the crew. There was a lookout post above.[31] A second building of one story included the mess house, a smaller boat house, and a launchway leading into the present basin. There were work shops in the basement. A third building was the stable and later, a garage. Henry Finch had the first command as "Keeper" with six surfmen assigned during the "active season." The keeper's duties included keeping a journal or log of all activities at the harbor, conducting drills, and maintaining lookout and patrol. Drills were conducted in the surf boats with the Lyle gun. A projectile, attached to the rescue line, was shot to the vessel or individual needing assistance. The surfmen practiced launching the boats and rowing them through the pounding surf. Two fishermen were rescued, in 1900, with the Lyle gun which shot the line more than 250 yards to rescue the boat and the men aboard.

Allen A. Kent was assigned keeper in 1897; he was relieved of his command and replaced by Michael Egle in 1908. The Life Saving Service and Revenue Cutter Service merged, in 1915, to form the United States Coast Guard. At that time, Egle became the first officer of the Coast Guard Service in Michigan City. After 1915 modern engines were used in boats. Originally, one man was needed at all times to tend the steam-powered fog horn and to tend the kerosene-powered light. The men used to pass each other on the cat walk at 4 p.m. as they changed shifts.[32] By 1967 all but a small part of the main building had been removed, and the surf boats had been replaced by modern mechanized boats launched from the station directly into the harbor.[33] In 1979 a crew of eighteen, including the officer in charge, had been assigned to the Michigan City Light Station. The command received information at that time that the catwalk, which originally had been placed over the opening to the basin, was to be removed.

Wrecks

The life of the coast guardsman has been described as "days of general work and drills interspersed with moments of high adventure." There were many such moments of high adventure during the period of heavy commerce at the Michigan City harbor. Probably the first of the hundreds of wrecks in the vicinity of Michigan City was that of the "Post Boy" in 1833. In spite of efforts of eager citizens to save the cargo, her load of salt and furniture, brought from Detroit, was damaged or lost. Four years later she was wrecked carrying a cargo of wheat billed to Buffalo by Samuel Miller. His suit for damages was the first case involving Michigan City to be brought to the Supreme Court of Indiana.[34]

Among the scores of vessels wrecked while attempting to enter the harbor during storms, one of the best remembered was that of the "Early Bird." On that stormy October 8, 1884, the "A. R. Colborn" limped into the harbor and reported seeing the "Early Bird" adrift about 8 miles out with her rudder disabled in the sleet and wind storm. The "Colborn" reported that the disabled boat had lost her masts and her cargo was being washed overboard. Word of her distress reached Captain Alexander D. Campbell, who summoned the crew of his tug and steamed out to the rescue. One of that crew, John Lutz, recalled the incident: "We couldn't get too close for fear of crashing into the schooner on account of the waves, but we pulled off to lee'ard about 25 feet away, and O'Brien and Cavanaugh tossed the lines to the crew. They caught the lines and were hauled through the water to the tug." Back at port, half of

Courtesy Old Lighthouse Museum
COAST GUARD STATION

the population of nine thousand was straining to catch a glimpse of the tug through the storm. They had climbed Hoosier Slide, buildings along the harbor, and smoke stacks of nearby buildings to catch the first sight of her. Although the "Early Bird" was lost, all of her crew was brought to safety, and the members of the rescue tug were awarded gold medals in recognition of their gallant rescue. Later the "Early Bird" drifted ashore where she broke up on the beach near the present Indiana Dunes State Park.[35] The medal which had been presented to William Cavanaugh is deposited at the Old Lighthouse Museum, a gift from his niece, Catherine Cavanaugh.

The "Horace A. Tuttle" left Chicago on October 28, 1898 with a load of 77,000 bushels of corn, and towing the "Aberdeen." The cargo was to be taken by barge through the Erie Canal and then to Europe. When she was off Big Point Sable, the "Tuttle" was hit by a northeast gale and was forced to turn and head for Milwaukee. She was so damaged that her captain knew she could not reach there safely, and he headed her for the Michigan City harbor. As she ran aground attempting to enter the mouth of the harbor, three of her crew jumped ashore, but the ship drifted off and the surf boat had to rescue eleven crewmen and passengers, one by one. One of those rescued was a woman. All aboard were saved by the Coast Guard, as were the ship's papers and some of the baggage. Corn was washed ashore to a depth of several feet at the basin and along the west beach. Local citizens told how the farmers and townspeople hauled it away to feed their livestock and chickens. It took several years for the storms to wash all of it ashore. As late as 1905 the odor of sour corn could be detected after severe storms.[36]

In 1973 the Pro Dive Shop, on East Second Street, owned by Henry Scholl, retrieved artifacts from the wreck of the "F. W. Wheeler." She was grounded on a sand bar in 16 feet of water 400 yards off Stop 20, Long Beach. The five-year old "F. W. Wheeler" left Buffalo, New York in November, 1893, with a load of 2,000 tons of coal, bound for Chicago. On December 2 she was caught in a severe ice and snow storm off Waukegan; and her captain was forced to head south, running before the north wind. The Michigan City Coast Guard had been alerted by the three blasts of the ship's whistle, and a surf boat was made ready for the rescue of the vessel which was aground. Captain Trotter tried vainly to free the "Wheeler" under her own power but was finally forced to abandon her until the storm subsided. The Coast Guard

surf boat made two difficult trips to rescue the sixteen-man crew and, the following day, made sixteen more trips to remove the valuables aboard. Efforts to free the "Wheeler" proved futile and she was abandoned to the fury of the Lake. Local citizens retrieved the wood from the wreckage of the upper structure which continued to drift ashore all during the following year.[37] The artifacts, on loan to the Old Lighthouse Museum, include an iron door plate, the grating from the hold, and a number of metal and wood items preserved in the cold, clear waters on the bottom of Lake Michigan. The sweeps from the "Wheeler" were preserved by John Polson and are in the Old Lighthouse Museum.

In May, 1979, diver Gene Turner located the wreck of the lumber barge, "J. D. Marshall," which sank off Black Ditch June 11, 1911, loaded with a cargo of sand. Of the four lives lost, only one body was recovered. Divers Alan Freels and Greg McDonald have brought up a winch from the wreck, and Freels and Steve Krieghbaum recovered the rudder. Both are on view on the Old Lighthouse Museum lawn. The rudder is used as a Museum flagpole.*

Fishing

"For Sale, fifty barrels of white fish and twenty half-barrels of the same by Hichcock and Company." This advertisement gave notice in the 1840's that a new and thriving business was taking shape at the water front.[38] Lyman Blair packed white fish in salt for shipment out of Michigan City. He sometimes sold as much as $40,000 worth of white fish in a year. Mackinac trout, sturgeon, and muskellunge were being caught commercially. Peter Johnson came into the fishing business in 1856 and, by 1880, owned a steam tug and a large sail boat and employed eight men. They were catching 1,000 pounds daily. Charles H. Balow was another early fisherman who fished from an open boat, the "Edna B." He staked his pound nets off the East Beach. Kimballs had their nets off the West Beach. O. C. Deming remembered:[39]

> One time there were four tugs and six sailing smacks all fishing out of the harbor at the same time (1890's). There were probably one hundred men directly getting their livelihood from the fisheries. Most of the fishermen depended on pound nets which cost a lot of money but brought in a lot of fish. In one big storm fishermen lost eighteen thousand dollars worth of those

*Information from Patricia Harris, Old Lighthouse Museum.

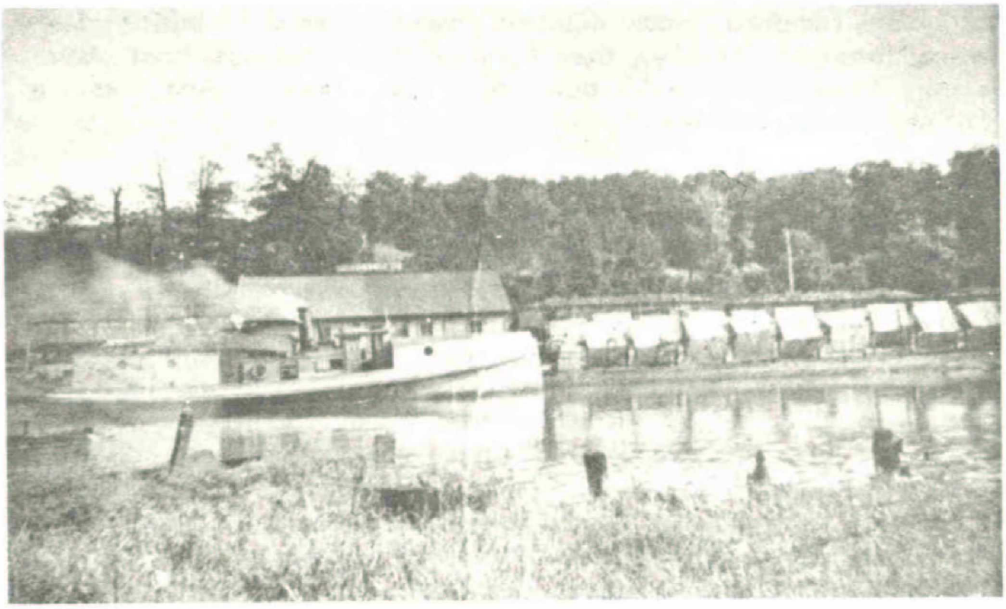
nets. Others used gill nets which were not quite as expensive and some others used the common set lines with a lot of hooks attached.

Sturgeon was one of the principal catches and I have heard of as many as seventy being caught by one crew but am rather skeptical about that. However, I have seen as many as six on one boat at the same time. Those fish weighed from one hundred to one hundred and eighty pounds each. White fish were brought in by the hundreds of pounds. I have seen them shoveled out of the boats just as a farmer forks out hay.

This wasn't all profit, however, for every once in a while a fisherman would be lost. The sailing smack, "Guida" went out one morning with a crew of four and nothing was ever found to indicate what had become of the crew. Billy Alexander with his crew went out one morning and the boat sank as far as the upper rail and two of the men decided to swim in for help. One of the men found he couldn't make it so he swam back, but the other kept on and was drowned just before reaching the shore. Charley Lind went out one afternoon to set his pound nets and his boat capsized and sank. Charley tied a guest on a pound net pole and he and another man attempted to swim ashore but were drowned. The man tied to the pole was rescued the next morning.

Bill Kaeding, Joe Ritter, and Ed Krentz used gill nets in the open water. Others in the business were the Heises (Henry and Frank), the Fairchilds, Lutz, Peo, and Wilson. Later, enclosed fishing boats were used by Klinkenberg: "Hope," "Marie K," "Ora et Labora," and "Gladys." Ludwig had the "H. Perkins" and the "Martha"; Krentz had the "Edward K"; and Lutz, the "Edward L."[40]

Fishing continued to be an important water front business into the 1940's when between 300 and 400 tons of fish, valued at $150,000 annually, were taken from Lake Michigan by eight fisheries. The net reels were seen drying along the harbor from Second Street up toward Sixth Street. A well-known restaurant served fresh caught fish dinners at the Second Street Bridge. In 1980 two fish companies were in business at Second Street and the harbor - Ritter Brothers and Furness Fisheries.



Courtesy Old Lighthouse Museum
FISH COMPANY TUG ON TRAIL CREEK

Sand Companies

Hoosier Slide presented an opportunity for financial gain beyond its lure as a tourist attraction. W. B. Manny became interested in the market for sand which was being made into glass in East-Central Indiana. There the sand could be made into glass easily with the high heat generated by natural gas. In 1906 the Hoosier Slide Sand Company was incorporated. Tracks circled to the north side of the Slide, and shacks were built nearby for the sand pit loaders. They first moved the sand with shovels and hand wheelbarrows. The Pinkston Sand Company was offering Hooiser Slide sand for 20 cents a ton in Foundry Magazine as early as 1907. In the 1920's the S. J. Taylor Sand Company had a spur line from the South Shore tracks to a sand-mining operation east of Mount Baldy and west of Hoosier Slide.* Locomotive cranes had taken the place of wheelbarrows. The carloads of sand were shipped over the Monon and the Michigan Central railroads. The local sand companies were shipping to Ball Brothers in Muncie, Indiana, for the manufacture of glass fruit jars; to Westinghouse Air Brake; to Pittsburgh Plate Glass for foundry products; and to Hemingray Glass Company for the manufacture of insulators for power companies, and for telegraph and telephone companies. Railroads bought the sand for "sanding the tracks." In those days every train locomotive carried sand to slow the engine when the tracks were wet or slippery or in other emergencies. Some of the fine, white sand from Michigan City was also used for author George Ade's private golf course. It is estimated that over 13,000,000 tons of sand were hauled away during the demolition of the famous landmark.[41]

There at the site of Hoosier Slide, the cornerstone for the Northern Indiana Public Service Company's generating plant was laid on June 11, 1930. The electric generating station was put into operation directly opposite the Old Lighthouse on the west side of the harbor. There were several other privately owned pieces of property along the Lake Front after Washington Park was established. One was Heisman's boat and taxi service where Heisman also sold fishing supplies. He was an expert boat builder and built many fine boats for use on Lake Michigan. Labadie's pier offered boat rentals, refreshments, and supplies for visitors to the Water Front. Judson Alexander harvested ice in the basin in winter and stored his harvest in an insulated ice house south of the Coast Guard.[42] "Peg Leg" Nolan owned a house

*Information supplied by Charlotte Taylor.

just north of the Old Lighthouse near the City Docks. In 1921 Smith Brothers Cough Drops acquired land which extended to the perimeter of the Old Lighthouse strip just northwest of the Franklin Street bridge. That company located there, as R. B. Bisbee, the manager, said, "Because Michigan City is a good shipping point because of its many rail facilities to the East, West and South." The Michigan City plant was to supply its cough drops to all of the territory west of the Mississippi. It opened with a work force of sixty - twenty of whom were women. Their plant expanded to a capacity force of two hundred employees. The grounds were beautifully landscaped and, during the sailing season, its beautiful green lawns were used by yachtsmen for drying their cotton sails after races. The company discontinued its Michigan City operation in 1962, and the Marine Building Corporation purchased the property. For a time they retained the building, but it was demolished in 1966 to make room for a boat storage area and later for salt storage. Such storage is now prohibited by the State Board of Health.

Naval Reserve

In 1921 the government instituted the Ninth Division of the Naval Reserve at Michigan City. The armory was built in 1939 on ground deeded to the city by the Monon railroad; it was located just north of the Franklin Street bridge on the east side of the street. Naval reservists were first trained on the "USS Wilmette." Later the "Sacramento" and the "Hawk" were used as training ships. The Naval Reserve was deactivated in 1966, and the naval armory was closed. The City used the building for community sports, and in 1968, part of the facility was taken over by the Indiana Department of Natural Resources. A marine biologist and a temporary deck hand began the development of a Michigan City sports fishery. In 1979 biologist Bob Koch headed the team which continued the maintenance and improvement of a sports fishery and promotion of the proper management of sports fishing off Michigan City.* An army reserve unit also used part of the armory building.

Washington Park

The first land dedicated for park purposes was the Public Square donated in Elston's original plat. A hay and wood market was located on that land between Franklin and Washington streets, extending from Michigan to Fourth Street. The Square was a center for political rallies and other open air public meetings. In the mid 1880's, Anton Finske introduced an ordinance providing for the grading, laying out and improvement of the west half of the

*Interview with Bob Koch August 24, 1979.

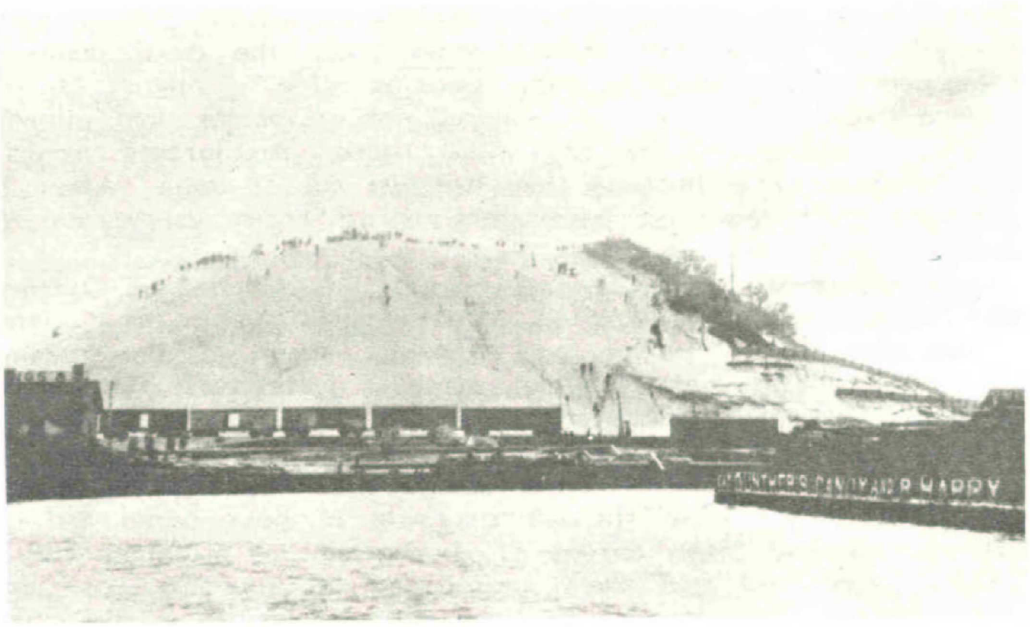
Square. Trees, shrubbery, and a fountain were placed there; and later a band stand was erected for weekly band concerts.[43] At the height of the lumber boom, what is now Washington Park was a vast lumber yard from the mouth of the harbor to the railroad bridge. As the lumber trade was abandoned, the area was covered with debris, small houses, and numerous squatters' shacks. The clear spaces were used by the many fish companies for their net-drying racks. There was no vehicular bridge across the harbor at Franklin Street during that time, and little thought was given to the area. It remained for Mayor M. T. Krueger to envision a park along the water front. He had the idea as early as 1883 when he was City Clerk, but the citizens of the town were not ready for such an unheard-of scheme. While he was Mayor in 1889, he received a letter from interested citizens who proposed the construction of a swing bridge at Franklin Street for the purpose of opening the area to the public and of "erecting fine summer hotels and drives along the beach." The bridge was opposed vigorously. The opposition said that it would prove an obstruction to navigation, it could discourage harbor appropriations, it would increase taxes, et cetera. Their parents "had never gone bathing in the Lake; why should they?" While Krueger was in the General Assembly, he decided to concentrate on the bridge construction because he knew there could be no park without a bridge. Strong opposition was still continuing; former Mayor Walker opposed it. "Why build a bridge from somewhere to nowhere?" Krueger felt strongly that the Lake Front should not be used for private commercial purposes, but should be set aside for the entire population to enjoy. He made no issue of that belief because he knew that there would need to be a bridge before he could get anywhere with his park idea. Finally in December, 1890, the first bonds for the bridge were issued.[44] The county provided $5,000 toward its construction. In 1891, Krueger introduced a bill in the Assembly which would authorize cities and towns to establish, locate, and improve public parks and grounds, and to levy taxes for that purpose. Actually as the law was written, it bordered on confiscation of private lands. It was not a law in Indiana for long, but "back home" Harry Francis, editor and publisher of the Dispatch, gave it strong support. It provided that land could be condemned for park purposes provided a majority of the resident freeholders and voters favored the proceeding and that two-thirds of the council favored it. In his annual message to the City Council, in 1891, Mayor Krueger made the following reference to the park:[45]

> The last general assembly enacted a law enabling cities to acquire grounds for park purposes. Under this law the city ought to acquire a sufficiently large tract of ground on the east beach for a public park. The erection of the bridge at Franklin Street will make this beach a popular resort for thousands of our people, and they will not be satisfied with anything short of a park on that lake shore. The health, pleasure, and morality of our people all plead for the city's ownership of that east beach as far at least as the city limits. This land can be obtained cheap now before buildings and other improvements are erected there, which is like to be done by persons who in their greed for money will not care for the means employed to get it, and unless you gentlemen take early action in the premises, this beautiful site may become harbor for crime and pollution and a stench in the nostrils of our people rather than a resort of beauty and joy forever. I will only add that the natural bareness of the soil can be greatly improved and fertilized by hauling the sweepings from the streets thereon and having them spaded into the sand.

Meeting with powerful opposition, the Mayor proceeded, in his rather high-handed way, to obtain the necessary two-thirds vote of the Council after he had secured the names of a majority of tax-payers as petitioners. When the land was appraised by the commissioners, there were 107 different lots and parcels of land to be acquired, which would cost the City $7,500. That land was to be paid for, in part, by the sale of lots along the Franklin Street side of the Public Square. On August 12, 1891, the members of the City Council proceeded "with all possible dispatch to take steps necessary to the acquirement, by the city, of a sufficiently large tract of land on what is known as the East Beach and adjacent thereto, for the purpose of establishing a public park thereon." The resolution passed and it was agreed to call the newly acquired land, Washington Park. The land in the Public Square was condemned and sold, as lots, for $10,250. The newly acquired park land extended from the Lighthouse to the east line of Duncan's Addition. The first Board of Park Commissioners was appointed June 29, 1892, with J. G. Mott, president; Charles Porter, secretary; and W. H. Schoenemann, treasurer. Every citizen in Michigan City was asked to bring a tree to plant in the new park. As Mr. Krueger concluded his story: "That our people rejoiced and were duly grateful is evidenced by the fact that at the very next city election, they chose another man for Mayor."[46]

Mrs. Palmer recalled that an observatory, four stories high, had been built by Blair on Observatory Hill - "the fourth hill from Hoosier Slide." Hoosier Slide was a major tourist attraction. The giant dune rose over 200 feet and was a popular place for picnics. Couples came from Chicago, by boat, or from the southern part of the state by excursion train, to climb the Slide for the magnificent view. Merchants offered various inducements to happy bridal couples if they would get married on top of the dune. "This is a regular Chicago excursion day," ran an account in the News, "and the usual number of Chicago people are trying to climb Hoosier Slide." August 16, 1887 the News reported that six hundred excursionists had dined at Schultz's Restaurant. On days like those, restaurants would be forced to close early because they had run out of food. After 1910 as many as ten thousand passengers would arrive on steamers on Saturdays.

Long before Michigan City had an official Chamber of Commerce, George Leusch was operating as a one-man Chamber of Commerce from his ice cream parlor and souvenir store at the northwest corner of Franklin and Michigan streets. He was right in the thick of it, as thousands of excursionists and other visitors to the beach and park passed under the Washington Park arch near the south end of the Franklin Street bridge. He had been advertising the wonders of his town through the sale of post cards and other souvenirs. He had taken dozens of photographs of Michigan City and the Lake Front and had them reproduced on souvenir post cards. He used other scenes on English china souvenir plates, match holders, and other small china items. His dolls, imported from all over the world, became best selling items. His daughter, Ethel Leusch Myran, was given an example of every doll he bought for the store. His soda fountain decoration was a work of art, designed by Mr. Leusch and executed by Tiffany. The parlor was furnished with marble-topped tables and wire-back chairs. To make the customers' visits complete, he had a mechanical orchestra hidden behind a colored glass screen decorated with a lighted waterfall. A mechanical doll, seated beside the screen, appeared to be playing the organ. It was enough to cause wide-eyed children to pause in the midst of their ice cream sodas and sundaes to watch and listen! When that emporium was removed from North Franklin, something of another era disappeared with it. Hotels flourishing during those excursion days were the Vreeland on the site of the old Jewell House, the Fairview (former Blair mansion on Second Street), the Chapel, and later the Franklin. The latter burned in 1964, while it stood empty in the Beachway Urban Renewal area. The Schultz was between Second and Michigan on the west side of Franklin, and the Yorkey was on the southeast corner of Franklin and Second streets.



Courtesy Old Lighthouse Museum
HOOSIER SLIDE AT BEND OF THE HARBOR

Excursion steamers were on the increase after the turn of the century and on one day, July 25, 1914, ten thousand arrived on six steamers. In addition to Hoosier Slide, a second attraction was being publicized - a tour through the prison. W. B. Manny promoted $1 excursions on the Monon. He realized 12 cents from each 25 cents paid for a tour through the prison, and 2 cents out of every 5 cents paid for a mini-cruise on the Lake. Excursionists could reach the prison by street car or could take a bus tour around town in connection with a prison tour. Some of the steamers whose names became familiar at the docks were: "Glen A. B. Taylor," "Mary," "Indianapolis," "Theodore Roosevelt," "United States," "Soo City," "Holland," "Kansas," "Puritan," "Alabama," "City of Grand Rapids," "North American," "South American," and "Christopher Columbus."[47] The "United States" was particularly remembered for the time she struck the Franklin Street bridge, in 1910, while she was being towed in by the "Elphicke." Part of the damaged bridge struck the tug and sank her in the harbor. That single span lift bridge had been built in 1906 to replace the original swing bridge promoted by Martin Krueger. In 1932 the George Washington Memorial bascule bridge was dedicated on the two hundredth anniversary of Washington's birth. Ferries were used at times when there was no bridge at Franklin Street. There were also foot bridges at various times when there was no vehicular bridge.

After the popular "Soo City" foundered off South Haven in 1895, Michigan City acquired a bronze eagle decoration from her wreck. It graced the welcome arch at the Franklin Street bridge. The "Theodore Roosevelt" made daily trips to Michigan City from Chicago carrying as many as fifteen hundred passengers daily during the week and as many as three thousand on weekends. The docks for the steamers were moved from time to time. One was just west of the Franklin Street bridge, on the north side of the harbor, another was across the harbor on the south side. Later the steamers tied up at the Municipal Dock just north of the Old Lighthouse. While the steamers were in the harbor, passengers were taken out on mini-cruises on the Lake for a 25 cent fare. A coupon from a carton of Coca Cola would entitle a child to an hour cruise. The "City of Grand Rapids" was brought into the harbor to the widest part of the channel at the present Northern Indiana Public Service plant where she turned and docked at the Municipal Dock. She was still running an excursion service in the late 1940's, when she was finally sold for scrap. One of the best remembered steamers was the ill-fated "Eastland" which was scheduled, along with the "Theodore Roosevelt," to bring a group of Western Electric Company employees to Michigan City for an "outing" on July 24, 1915. Before she ever left the dock in the Chicago River, she capsized and 812 lives were lost.

The Winterbotham monument was given to the Park in 1896 as a memorial to veterans of the Civil War. Mr. Winterbotham rode to the dedication in a light tan "wagonette," which had a seat up front for the driver and coachman and seats for four others along either side. The passengers boarded the vehicle by a set of steps at the back. Two cannons were placed in the park as a memorial to the Civil War. In 1942, in response to a drive for metal, the cannons were sacrificed for the war effort. John Barker had given a band shell for the park and a peristyle, which was used as a shelter for public meetings and for picnics. It was a copy of a Greek revival building at the Columbian Exposition in Chicago. That imposing structure inspired Mr. Felton, a local cigar maker, to name one of his cigars the "Peristyle." In 1910 the band shell was replaced by a circular band stand which was financed by private subscription through the efforts of band members and others. The peristyle was rebuilt in 1924, and rehabilitated in 1931 by Barker's daughter, Mrs. Catherine Barker Hickox.[48] It was used by the Michigan City Art League for their annual outdoor exhibits until it was demolished.*

The City Council entered into a contract with the South Shore Amusement Company in 1913, which granted the company the right to operate a dance floor and skating pavilion in the Park just to the west of the Monon railroad property, immediately north of the bridge. The company also erected a "bath house" for "bathers" at the beach and installed a narrow gauge steam train, which provided transportation through the park. The City was to receive 10 percent of the receipts from those concessions. That contract was renewed in 1923.[49] In 1914 the City signed a lease with Charles Labadie for a boat livery which would include "sea planes and hydroplanes."[50] His 300-foot pier extended into the basin directly north of the monument. It presented a gay picture on summer evenings with its lighted Japanese lanterns, refreshment stand, and boats to let. A souvenir booklet published by the Michigan City News displayed a picture of the bath house, on what is now the public beach, with the caption - "Bathing at Alaska Beach." Haskell and Barker built a baseball park and a grandstand west of the city waterworks. During the weekly band concert, in July, 1922, a fire broke out in the grandstand and spread to the water works. Concert goers had "grandstand seats" as they watched that exciting fire! The amusement company built the Lake View Casino

*See Chapter 5, page 232 on the Band Stand and Bicentennial Amphitheater.

(later called the Oasis) in 1924. It was one of the most popular dance halls in Northwest Indiana until it was demolished (1962). There was also an extensive amusement area with a roller-coaster, merry-go-round, shooting galleries, and other concessions. In 1930, on motion of William C. Haviland, the City Council established a Park Board. The first members were William Dickinson, T. C. Mullen, and Joseph B. Bisbee. During the Depression, extensive improvements were made in the Park with Works Progress Administration funds and labor. Walks, walls, steps, benches, and an Observation Tower were built. Parking spaces were constructed north and west of the Oasis, and a promenade 35 feet wide extended between the parking space and the Lake. Sidewalks were built from the Coast Guard Station around the basin shore. Over twenty thousand seedling trees were planted in the park and on the adjacent dunes. A. R. Couden, Max Gloye, and Wesley R. Kibby originated the idea for a Zoo at the Park. It was established in 1928, and the Park Department created a Zoo Board to operate it. Deer barns and bear cages were some of the first buildings erected. Monkey Island, the Moat, and the Engineers' Castle were built later. Food for the animals was solicited from townspeople and fund-raising events were sponsored by the City and Chamber of Commerce.*

In 1926 the City Council approved an ordinance which required that all amusement within the park system be approved by the Board of Park Trustees.[51] That body was given the official title of City Park and Recreation Board in 1956.[52] The Lakeview Amusement Company ceased operations in the Park, in 1962, and 3 years later, Bergerson Enterprises was granted a twenty-year lease. The amusement area was closed in 1972. The city purchased 61 acres of dune area from the Northern Indiana Public Service Company, with the idea of developing it for recreational purposes. It included a section of beach west of the generating plant and Mount Baldy - a living dune. It was never developed and by 1973 had eroded to approximately 30 acres.[53] The Michigan City Council donated the tract to the Indiana Dunes National Lake Shore in 1979. During the Bicentennial year, the City erected a monument in the park immedicately north of the Yacht Club, honoring Pfc. Daniel D. Bruce, Congressional Medal of Honor recipient, and others, for service in the Viet Nam War. In 1978-79, a Senior Citizens' Center was located in a building with the Park Board offices in Washington Park.

*See Cruise of the Zoo Board for details on donations to the Zoo.

Martin Krueger gave a tract of land to the city as a memorial to the veterans of World War I. Trail Creek runs through that wooded area of dunes which is preserved in its natural beauty. The site of the Battle of Trail Creek is included within its boundaries as is the "Marquette Spring," referred to in Chapter 1. The site of Scott's Mill is on Liberty Trail, just north of the entrance to the Park. A log club house, is available for public use at Krueger Memorial Park, as it came to be called. It is a popular spot for reunions, dances, and private parties. Another natural beauty spot, known as Motts Woods, east of the city on Warnke Road, is also preserved as public land as part of the city parks and recreation area.

In 1936 land for the privately owned International Friendship Gardens was leased to the Stauffer Brothers (Joseph, Virgil and Clarence) by Dr. and Mrs. Frank Warren for a period of ninety-nine years, for the sum of $1. The International Gardens were moved by the Stauffer family from the Century of Progress Exhibition, in Chicago, and located on that 100-acre tract of beautifully wooded land along Trail Creek, adjacent to Krueger Memorial Park. A natural amphitheater provided a beautiful setting for the numerous gardens from countries throughout the world. The Netherlands, Sweden, Guatemala, England, Egypt, Arabia, and France were countries who contributed plants and other garden materials. The gardens also contained the Theater of Nations, with an 80-foot stage on an island in a small lake. Members of the Stauffer family have operated the Gardens since the time the area was first dedicated.[54]

Pleasure Boating

Yachtsmen from Chicago sailed across the Lake to the Michigan City harbor and basin. The first Columbia Yacht race was run to Michigan City in 1891, the same year that "Ma" Browne opened her famous refreshment stand at the bridge. She continued to dispense her home-made ice cream cones for over fifty years, but never gave away the secret of her wonderful cones. Originally she was located south of the bridge, on the west side of the street, later moved across the bridge on the east side of the street, and finally moved back to the original location in rented quarters. She was still in business when the city celebrated the golden anniversary of the first Columbia race with a Gay Nineties celebration in 1941.

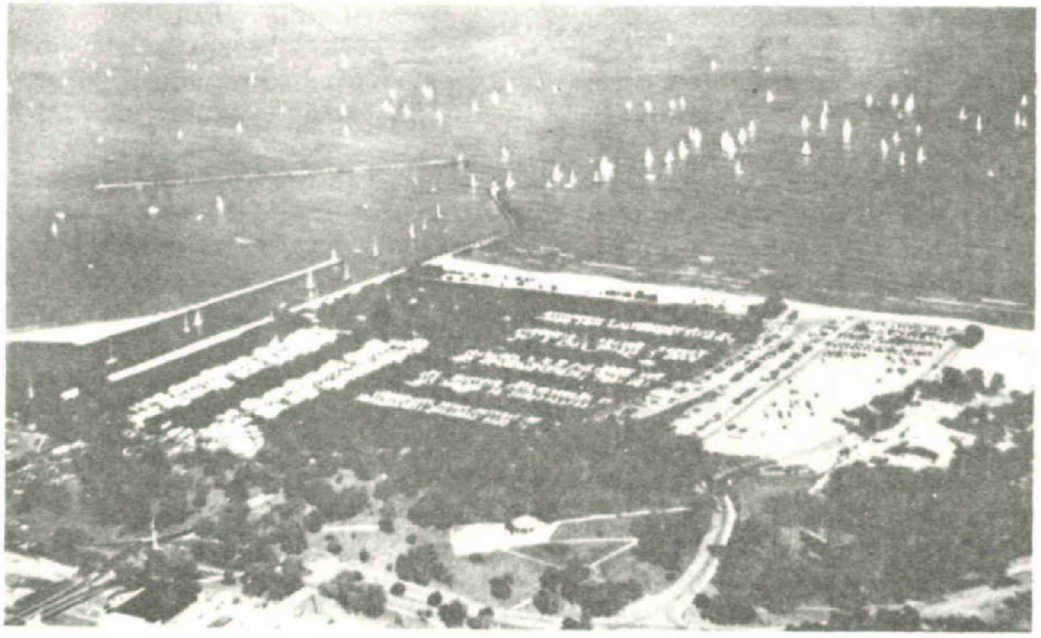
When the basin was formed by the east pier in 1884, it covered approximately 35 acres with the north half approxi-

mately 20 feet deep. The entrance to the basin was originally 467 feet wide. It was completely closed in 1904. A few years later a small opening, 15 feet wide, was made to permit small boats to enter. An over-walk was constructed in 1910. That was the year the Ahkasakewah Canoe Club opened its club house on the east shore of the basin. The following year, the club sponsored a gala May Party in the Park Pavilion. Accounts of parties and programs at the club house appeared frequently in the social columns of the local papers. By the 1920's the basin was becoming a municipal dump. There was actually a movement on foot in the community to fill in the basin completely because it had become an eye-sore. E. G. Browne submitted a petition to the United States Engineers' office to stop the filling of the basin. The Canoe Club languished and their club house was razed in 1931. During the great storms of 1929 and 1930, the water rose so high that the Heisman dock along the edge of the basin was completely submerged. A cabin cruiser was washed ashore and the entire basin was covered with debris. The following year the beach and basin shoreline were covered with seaweed, driftwood, and timber, and the bottom of the basin had filled with from 1 to 2 feet of debris. At that time Heisman owned the "Surf" and the "White Cap"; Babe Browne had "Skipper"; Peters and Marske had "Pastime"; Bingham had "Jorab"; and Dr. Warren and R. B. Kellogg, the "Chinook". Harry Frey and Dr. M. L. Ferguson had a speed boat, as did Preston Calvert and G. C. Calvert. The spar of the "Chinook" was too tall to get into the basin under the bridge at the gap, and, by 1933, Ed Hintze's excursion boats, "Skater" and "Annie Wilson", were mired in the harbor silt. Harry Frey and John Lutz got together to discuss what could be done. Lutz, who was Harbor Master and chairman of the Chamber of Commerce harbor committee, had drawings of his dream for a yacht harbor. "Why Not a Yacht Harbor?" by G. C. Calvert, had appeared in both papers, April 21, 1932. In March, 1933, Frey called a meeting of all interested small boat owners and the Michigan City Yacht Club was formed with Frey as its first Commodore. Through the efforts of Park Board members and the Yacht Club, interested citizens mobilized to clean up the basin and beach. Private companies supplied tow trucks and winches; and private citizens helped remove over a thousand loads of debris, including a stone barge which had been resting on the bottom of the basin for some time.

The office of the Harbor Coal Company served as the official government Customs Office for boats coming across the Lake, because its owner, John Lutz, was Harbor Master at

the time. Members of the Yacht Club believed that the Century of Progress Exposition in Chicago would increase the number of boats coming across the Lake from Chicago. Federal works projects provided the promenade from the Coast Guard to the parking area. Cribs of the old breakwater were used for protection from erosion and an 8-foot walk extended for 1,700 feet along the shore of the basin. In 1938 the Yacht Club purchased the only remaining privately owned property in the park from "Peg Leg" Nolan for their club house. An appropriation of $55,000 was allowed, in November, 1936, for the improvement of the Municipal Docks between the Coast Guard and the Yacht Club.[55] In 1953 the B and E Marine was established east of the armory on the north side of the harbor. Five years later, Goerg Boats and Motors opened a ships store across from B and E Marine and later moved to 83 North Franklin. Harry Williams also had a large marina at Sixth Street. By 1958 traffic in the harbor had increased to the point that the City Council passed an ordinance restricting the speed of boats, vessels, and other water craft to 8 miles per hour near the shoreline between the harbor, piers, and docks.[56]

There had been no official body to raise money for improvement of the harbor for pleasure boating. Interested citizens turned to the General Assembly for an enabling act to form such a group. Under acts of the Indiana Assembly, April 13, 1959, a Michigan City-Lakeland Port Authority made that possible. Mark Moorman was chairman of the first Harbor Commission with other members, Roger McKee, Paul Jackson, John Kelley, and Hartley Job.[57] Job continued to work for the promotion of pleasure boating in Michigan City through his participation on the Port Authority for the following twenty or more years. He was secretary for five years, vice-chairman for six years, and chairman for nine years. Beginning with his charter membership in the Michigan City Yacht Club, he was involved in all projects to improve facilities at the basin and harbor. In 1962 the Port Authority presented its master plan for channel maintenance, dredging, and regulation of pleasure craft using the harbor and basin. The dredging of the harbor for pleasure craft was started and the first marina was built in the Washington Park basin. Between 1964 and 1973, the Port Authority established the official navigational channel in the harbor, based on a government record of the 1930's, with the reference point "being a bronze marker buried 5 feet deep on a sand dune north of the B and E property." The channel extended from the mouth of the harbor to the "E" Street bridge, designated 60 feet total width extending 30 feet on either side of the center line of the channel.[58]



Courtesy Old Lighthouse Museum
MICHIGAN CITY MARINA AND WASHINGTON PARK

The United States Corps of Engineers assumed the responsibility for the maintenance of the channel for a depth of 12 feet at the entrance to a depth of 6 feet at "E" Street bridge. Periodic dredging operations are carried on by that department. One such occurred in 1968-it was the first since the early 1900's. Another followed eleven years later (1979). The Harbor Master was authorized to establish and supervise the movement of vessels and the preservation of the peace.[59] That same year (1964), the Council approved the sale of revenue bonds for the amount of $425,000 for the construction of a marina, which should eventually include boat basin dockage, supplies and services for small craft, a control building, comfort facilities, a launching ramp, walkways, and landscaping.[60] During the years 1964-65, a 30-acre Washington Park Marina was built. It was the largest on the Southern or Eastern shores of Lake Michigan with ship-to-shore radio communication for assistance by the Port Authority, room for 315 boats to be served by city water and electricity, sixty-five buoys, gasoline service, modern restrooms and laundry facilities, parking facilities, and security guard service.[61] A second publicly owned marina property was purchased (Hays and Henry property) on the east side of Trail Creek south of the Sixth Street bridge to be used for dry stack storage.

A small boat-launching ramp was installed south of Scott Street and west of "E" Street. In 1976 a marina bond issue of $1,200,000 was sold to a single bidder for the Phil Sprague Marina improvements near the Sixth Street bridge. Plans included dry stack facilities for 120 boats up to 25 feet long and over two hundred more slips in the Washington Park marina and in dry stack storage. Landscaping to create a green belt along Trail Creek was begun in 1973. Ron Bensz' B and E Marine, the largest privately owned marina, was situated on the north side of the harbor, east of the armory; the Goerg Marine at the Franklin Street bridge continued as a boat and motor sales business. Mike Stewart, of South Lake Marine at Sixth Street, planned a large marina and green belt between Second and Sixth streets.

Beaches and Water Front

As Washington Park and the harbor were developed, the Lake Front and its beaches began to interest the local citizens and those in nearby Chicagoland. As early as 1893, the Hermit's Club had been formed and a club house, known as the Hermitage, was built "way out" beyond the city limits in

the dunes.* "The Dirty Dozen" and prominent citizens like John Barker and Martin Krueger were members of the Hermit's Club. The first "bus" line to the Hermitage was a horse-drawn wagon, which took passengers there for 25 cents. The fare was $1 by private carriage.[64] The cornerstone for the club house was laid, April 15, 1893, and the yellow poplar log building was erected by Ohming and Sons and H. Grattenthaler. The first banquet was held on Groundhog Day, February 2, 1894. M. T. Krueger was its first president, Harvey R. Harris was secretary, and Water Vail was treasurer. Board members were Uriah Culbert, F. C. Grischow, George Staiger, R. M. Hutchinson, James F. Gallaher, J. C. Mott, R. F. Johnston, J. B. Faulknor, C. F. H. Carstens, and L. E. Reno. The last known meeting was held on Groundhog Day, 1904. The club disbanded and the property was sold to private owners. In the 1920's, Haskell and Barker purchased the building for a social club for its employees. Before it burned, in 1978, it had become a Rest Home. In 1923[65] the name of Hermitage Avenue was changed to Lake Shore Drive.

The first cottage on Sheridan Beach was built and occupied by the Welnetz family in the early 1900's. It was completed for full enjoyment of the Lake and beach, with a porch on the Lake side, a dormer on the second floor facing the Lake, and an observation cupola on the roof which had windows on all four sides. Captain Dahlke and Professor Brewster had other early cottages. Those first cottages were just east of the Washington Park area. About 1907, I. I. Spiro and W. B. Manny acquired all of the land to the east, as far as the Hermitage, and organized the Sheridan Beach Land Company. They proposed to sell the property for summer resort purposes. Sales were made with difficulty because people in Michigan City could not yet see the sense of building summer homes on what, to them, seemed like a wasteland of worthless sand. The Sheridan Beach Land Company built the first summer resort cottage on Sheridan Beach Drive and called the stained shingle dwelling, Pioneer. Later Dr. Oswald, M. C. Murray and O. S. Glidden became interested in further beach development[66] and Glidden acquired land east of the Hermitage. The Shamut Hotel was built by Glidden, on the side of a dune, overlooking the lake between Stops 8 and 9 in Sheridan Beach. His idea was to attract tourists to the beach and, hopefully, to encourage them to invest in beach property. Prior to 1930 the hotel was converted to seven apartments.[67] As more houses were built along that

*See Chapter 5.

Courtesy Old Lighthouse Museum
WELNETZ COTTAGE - SHERIDAN BEACH

stretch of beach, people built homes for year-round living. By 1938 the winter population in Sheridan Beach was approximately two thousand. In the summer the number increased by about three thousand. The Sheridan Beach Hotel, at the southwest corner of Lake Shore Drive and South Lake Avenue, was owned by Wolfe of LaPorte. The hotel did a brisk business in the summer and had a number of year-round residents. It was famous for its chicken dinners on Sunday. It was destroyed by fire in the 1950's.

The Long Beach development is typical of the resort "booms" which followed World War I. O. S. Glidden is called "the father of Long Beach", for it was his dream to build a restricted beach east of Sheridan Beach. Glidden, W. K. Greenebaum, and others had been unsuccessful in their attempts to incorporate for such a development in 1918. The company of Glidden and Gotto was formed, in its stead, with O. W. Gotto holding half interest in the company. The following year they incorporated as the Long Beach Company.[68] They had begun with 20 acres. In 1920 there were over four hundred houses in a tract which included more than 700 acres. The evaluation of the original development was $18,000. By 1938, the value was $1,250,000. The first years were difficult for the new company. There was one road along the beach as far as Stop 20. Gotto conceived the idea of washing down sand from the high hills to open the region back from the lake to land sales. That sluicing process proved an effective and inexpensive way of moving the sand. The first "prospects" were taken back of the first line of hills, through a narrow opening, and promised that roads would be built to the property after purchase was made. Often the workmen were issued checks on Saturday night, with the hope that lots would be sold on the weekend to cover the checks. The Long Beach Company depended on the confidence reposed in it by the banks of the city. C. E. Arnt, of the Citizens Bank, particularly caught the vision of the development even though the majority of the citizens of Michigan City still thought the whole scheme was a fantasy. Roads were quickly built and many houses were constructed. In 1921 Gotto purchased Glidden's half interest and Clarence Mathias became associated with the company. The property eventually extended to the Michigan line. At first many people from Chicago came to the beach for the summer only, but the Long Beach Company had the vision of a permanent community along the Lake front. It eventually developed into a beautifully wooded area with attractive permanent residences and was incorporated as the town of Long Beach. The Long Beach golf course was built on an old cranberry

marsh at great expense because the land was largely quicksand and swamp. When the giant swimming pool, or Roman Plunge, was built, the skeptics were certain that Gotto was mad to build such a thing so near a big lake. The pool proved a great asset to the community. During the late twenties and the thirties, a number of championship diving meets were held there. The first school was held in "Bob White" cottage, with Mrs. M. L. Knapp as the first teacher. A school building was erected in 1929, and, by 1938, the enrollment was eighty. The Long Beach school eventually became a part of the Michigan City area school district. In 1930 Gotto gave Long Beach land for a town park, which extended from the school westward and was planted with flowers and shrubbery native to the dunes.

In 1922 Theron Miller began the development of the 70-acre Duneland Beach area east of Long Beach. Just east of that was the Michiana Shores development of 600 acres, two-thirds of which extended into Michigan. It was sold to the Lonnquist Company of Chicago, but was part of the Long Beach Holding Company from 1932 into the late thirties. That community was developed orginally as a log cabin town - another idea of Gotto's. About two hundred of those log houses are still there, largely re-sided and enlarged. West of the city was Beverly Shores, developed by F. H. Bartlett Realty Company of Chicago. The original plans called for a country club, golf course, and school. That company did not proceed with the vigor shown in the beach communities to the east of the city, and Beverly Shores eventually developed through private purchases.

High water and storms, in 1929 and 1930, caused extensive damage to the beaches along the southern shores of Lake Michigan, and several homes on the Lake side of Long Beach were lost to the Lake. Residents all along that area built private sea walls to protect their property. By the 1960's the Federal Government became involved in various experimental programs for erosion control. Sand and rock were hauled in along the eroded stretch of the Michiana shore line, in the area of Stop 40, and also in Beverly Shores. The United States Corps of Engineers began studies, in 1973, to determine ways of controlling erosion and flooding to the west of the city in the Indiana Dunes State Park and in the Indiana National Lake Shore.

The Dunes

The dunes along the lake shore had lured nature lovers and others even before the days of excursionists. Octave

Chanute came to the high dunes west of Michigan City in 1896 to make some glider tests in connection with his study of automatic stability in flight. He had achieved a reputation in the East for his railroad bridges and for those over the Missouri and Arkansas rivers. He had been born in France, in 1832, and was sixty-four when he came to the dunes to make his tests. He was assisted by A. Carlson and William Westergren when he made those test flights from "Chanute Hill" near Miller. Some believed that he might have camped at the southwest side of Hoosier Slide during the time of his experiments. The observations that he made, in experiments on the use of wing and tail surfaces to create stability, were passed on to Dr. George Wright, the automobile manufacturer of Dayton, Ohio. The data obtained from Chanute was used in the evolution of the motor-driven Wright biplane. The city of Chanute, Kansas, and Chanute Field, Army Air Force base in Illinois, were named for him.[69]

As early as 1912, the Prairie Club of Chicago was advocating an appropriation to save the dunes area between Gary and Michigan City. The Chicago Daily News, the Indiana Federation of Women's Clubs, and other interested groups continued to work for a National Park. In 1916 the Daughters of the American Revolution of Gary passed a resolution which was forwarded to the Indiana State Memorial Committee. It advocated a Dunes Park. Also a national organization, known as National Dunes Park Association, was incorporated, in 1917, to further the idea of a National Park. That summer the local group sponsored a "Pageant of the Dunes" which presented episodes of local history. It was staged in a blowout west of Fort Creek at Waverly Road. That local group was advocating a State, rather than a National, Park. it was estimated that over forty thousand attended the pageant. It resulted in a movement for a State Park. The State of Indiana set up the Indiana Dunes State Park in the area. The same year (1922) that the Park was dedicated, the Dunes Highway was completed between Gary and Michigan City. The road followed the old Detroit-to-Chicago stage road from Michigan City to Baillytown. Its name was eventually dropped and it became the prosaic U. S. Highway 12. A "Save the Dunes" Council was formed in the area to promote the extension of the boundaries of the duneland park area to preserve more of the fragile dunes. In 1966 the United States Congress authorized the Indiana Dunes National Lakeshore of 8,200 acres of dunes, beaches, and wet lands between Michigan City and Ogden Dunes. It was formally opened in 1972. Subsequently other areas were added and Mount Baldy was obtained from Michigan City. The park

included four major climate zones and Mount Tom, the highest permanent dune on the southern shores of the Lake. The restored Bailly homestead and the old Chellberg farm were also part of the Park. In 1973 Indiana's first Youth Hostel was opened on U. S. Highway 12, 1 mile west of Tremont.

Tourism

It is interesting that the City planners have come full circle as they stress the importance of the Lake Front and Washington Park in promotional brochures on tourism. Hoosier Slide was the City's first tourist attraction and was recognized as such by the leading citizens of the town. According to Annie Hopkins, C. B. Blair had built a shed on top of a high dune to the west of Hoosier Slide. It was approached by a zig-zag wood stairway and was used as a look-out for approaching boats. During the 1930's a group of "modern tourist cabins" was built in the park west of Yankee Slide. The Depression nearly put an end to the influx of tourists to the dunes. Following World War II growing numbers of people from Chicago were making Long Beach their permanent home. Many commuted to work on the South Shore interurban railroad and by private automobiles to their places of employment in the Calumet and Chicago areas. During the Fifties most tourists remembered Michigan City only as a place they had "gone through" on their way to Michigan or Illinois.

Following the opening of the Saint Lawrence Seaway, the Great Lakes became infested with lampreys which preyed upon lake trout and white fish to the point that they were practically exterminated. Alewives also came into the lakes in such numbers that the beaches became unusable because of the thousands of those dead trash fish. The Department of Natural Resources began stocking Lake Michigan with coho, chinook, steelhead, and other game fish to help eliminate the alewives. In the spring of 1967 the first coho were caught in Lake Michigan. There were salmon runs in Trail Creek and in the east branch of the Little Calumet. Those game fish in the Great Lakes caused a renewed interest in tourism in the area. The first annual Hoosier Salmon Seminar was held at the Red Lantern Inn in Beverly Shores in 1968. Beginning in 1974, the seminars were held each April at the Armory in Michigan City. A local resident, Walter Chapala, had purchased property from Dr. Nelle Cole Reed for the purpose of damming Trail Creek near Michigan Boulevard and Johnson Road to re-create the Roeske Mill pond. Instead, he sold 36-1/2 acres of that Trail Creek bottom

land, between U. S. Highway 20 and U. S. Highway 35, to the Indiana Department of Natural Resources for public use. The purpose of the purchase was to provide fishing spots during the salmon and trout runs. Creek-fed rearing ponds and fish-trapping stations for steelhead and salmon eggs could be built. Hiking and nature trails could be created through the wooded area along the creek.

Promotional brochures, prepared by the Michigan City Chamber of Commerce, listed these tourist attractions in addition to sports fishing:

Barker Civic Center - Turn of Century mansion on the National Register of Historic Places (Also on the Indiana Register of Historic Places)
Heritage Square - Including Canterbury Theater and Canterbury Inn - former Saint John's Church built in 1867
Dunes Summer Theater in Michiana Shores
International Friendship Gardens
Old Lighthouse Museum built in 1858, on National Register of Historic Places (Also on the Indiana Register of Historic Places)
Washington Park and Zoo
Michiana Riding Stables
Washington Park Marina
Indiana Dunes State Park
Indiana Dunes National Lakeshore

In addition to the annual seminar, the Summer Festival brought tourists to Michigan City. The Festival included the Miss Indiana Scholarship Pageant, a Summer Festival parade, the International Drum and Bugle Corps competition, Sunday in the Park, and other attractions.

As a study completed for the city, in 1965, concluded:

> Beyond question, the lake front is one of Michigan City's most valuable assets. How it is developed, maintained, and used is of vital importance to the entire community . . . . the Department of Redevelopment takes the position, based on professional studies and recommendations, that use of the city's lake front facilities should be almost entirely recreational.

1.	United States Superintendent of Documents: Checklist of U. S. Public Documents, War Department		1319
2.	Oglesbee's chapter on the harbor is accurate and detailed on petitions, memorials and appropriations. Details of work on the harbor from 1836 until 1931 may be found in the History of the Michigan City Harbor Indiana on file in the U. S. Engineer's Office, Chicago.		
3.	John M. Peck, New Guide for Immigrants to the West		265-66
4.	Isaac C. Elston, unpublished letters in Sprague Collection		
5.	Ibid.	December 24, 1834	
6.	Oglesbee, Rollo B. and Albert Hale	History of Michigan City, Indiana	pp 106-07
7.	Michigan City Clerk	Records	1:8
8.	Ibid.		1:216
9.	Zalinski, Edmond L.	"Submarine Nanvigation" Forum Jan. 1887; Romance of Submarine Engineering London Anchor News	1919 Vol. X: Nos. 2 & 3, 1979
10.	Michigan City Clerk	Records	1:181
11.	Chamberlain, E.	Indiana Gazetteer	285;317
12.	Pettit, John	Michigan City News	Aug. 19, 1925
13.	Michigan City Clerk	Records	A:93
14.	E. T. Scott reported this transaction from material found in the A. C. Webster estate dated 1866. Published in Michigan City Dispatch June 16, 1926		
15.	Michigan City Clerk	Records	A:221
16.	Ibid.		A:278-79
17.	Ibid.		A:323
18.	Ibid.		A:348
19.	Calvert, G. C.	"Renaissance" Unpbl. Ms. Old Lighthouse Museum	
20.	"City Plan"	Undated booklet	p. 11
21.	Michigan City Clerk	Records	N:157

22. Michigan City News-Dispatch — June 3, 1976

23. Michigan City Clerk — Records — Q:410

24. Job, Hartley — Interview on harbor and Port Authority — April 26, 1978

25. Cannon, Thomas et al — History of the Lake and Calumet Region — pp.12-13; 182-85

26. News-Dispatch — Sept. 23, 1975

27. Ibid. — March 17, 1975

28. Ibid. — March 17, 1975

29. Harris, Mrs. William H. The Old Lighthouse — Unpbl. Ms.

30. Anon. "Annie Hopkins Life and Early Michigan City" Presented to the Michigan City Historical Society — Ms. Dec. 14, 1949

31. Coast Guard - Supplement to News-Dispatch — May 17, 1979

32. News-Dispatch — Sept. 1978

33. Coast Guard - Supplement to the News-Dispatch — May 17, 1979

34. Oglesbee, Rollo — op. cit., — p. 108

35. Cruise of the Zoo Board Unpbl. booklet — p. 25

36. Ibid. — p. 43

37. Calvert, G. C., "How the Wheeler Met its Doom" — News-Dispatch Sept. 1, 1973

38. Bartholomew, Alyce Kaeding "Fishing Industry" Unpbl Ms. presented to Michigan City Historical Society — Oct. 31, 1970

39. Deming, C. C. Interview with Mrs. Robert Munger in Michigan City's First Hundred Years — Unpbl. Ms. p. 50.

40. Calvert, G. C. — "Renaissance", Old Lighthouse Museum. — Unpbl. Ms.

41. Calvert and Carter Manny — "Hoosier Slide", Old Lighthouse Museum. — Unpbl. Ms.

42. "Cruise of the Zoo Board" — P. 20

43. Krueger, M. T. — "History of the Michigan City Park", Michigan City News — Oct. 26, 1922

44. Michigan City Clerk — Records — E: 142

45. Ibid. — E: 218-19

46. Krueger, M. T. — "Washington Park" — Unbpl Ms. June 6, 1936

47.	Calvert, G. C.	"Renaissance" Old Lighthouse Museum	Unpbl Ms.
48.	"Cruise of the Zoo Board"		p. 20
49.	Michigan City Clerk	Records	I: 274
50.	Ibid.		I: 385
51.	Ibid.		N: 95
52.	Ibid.		Q: 145
53.	Kaser, Bob	"Our Lakefront Legacy" Our Heritage	New-Dispatch June 30, 1976
54.	Robinson, Shirley	Series of Articles in News-Dispatch	June 1972
55.	Calvert, G. C.	"The Basin" Windjammer Michigan City Yacht Club Newsletter	Sept. 1977
56.	Michigan City Clerk	Records	Q: 252
57.	Job, Hartley	"Interview on Port Authority"	Apr. 26, 1978
58.	Michigan City Clerk	Records	S: 245
59.	Ibid.		R: 274
60.	Ibid.		R: 429
61.	News-Dispatch		June 28, 1973
62.	Ibid.		Feb. 13, 1974
63.	Ibid.		Nov. 6, 1973
64.	Manny, Carter	"Reminiscences of a Small Town Curmudgeon"- in Michigan City Public Library	Unpbl. Ms.
65.	Michigan City Clerk	Records	I: 497
66.	Manny, W. B.	"Interview"	Mar. 12, 1939
67.	Picture in files of Old Lighthouse Museum		
68.	"Interview"	Clarence Mathias	Mar. 12, 1939
69.	Heinmuller, John P. V.	"Man's Fight to Fly"	Material on Chanute

Appendix #1

MAYORS OF MICHIGAN CITY

Willys Peck	April 12, 1836	one year
Samuel Miller	April 11, 1837	" "
Jonathan Burr	April 10, 1838	" "
J. B. W. Stockton	April 9, 1839	" "
John Francis	April 14, 1840	" "
John Francis	April 6, 1841	" "
John Francis	April 5, 1842	" "
Samuel Mower	April 4, 1843	" "
John Francis	April 2, 1844	" "
John Francis	April 1, 1845	" "
John Francis	April 7, 1846	" "
John Francis	April 6, 1847	" "
John Francis	April 4, 1848	six months
Ezekiel Folsom	Oct. 21, 1848	six months
George Ames	April 3, 1849	one year
John Francis	April 2, 1850	" "
John Francis	April 1, 1851	" "
Charles Palmer	April 6, 1852	" "
Charles Palmer	April 5, 1853	" "
Herman Lawson	April 4, 1854	" "
Henry J. Rees	April 2, 1855	" "
Henry J. Rees	April 1, 1856	" "
Charles Palmer	April 7, 1857	" "
William W. Higgins	May 3, 1859	two years
Charles S. Winship	May 7, 1861	" "
Henry H. Roberts	May 5, 1863	" "
H. H. Walker	May 2, 1865	two years
H. H. Walker	May 7, 1867	" "
H. H. Walker	May 4, 1869	" "

H. H. Walker	May	2, 1871	" "
William W. Higgins	May	6, 1873	" "
William B. Hutchinson	May	4, 1875	" "
William B. Hutchinson	May	1, 1877	" "
John H. Barker	May	7, 1879	" "
Harvey R. Harris	May	3, 1881	" "
Harvey R. Harris	May	1, 1883	" "
Walter Vail	May	5, 1885	" "
William F. Woodson	May	3, 1887	" "
Martin T. Krueger	May	7, 1889	" "
Martin T. Krueger	May	5, 1891	three years
Gerritt S. VanDusen	May	1, 1894	four years
Martin T. Krueger	May	3, 1898	" "
Martin T. Krueger	May	6, 1902	two years
John Schultz	May	3, 1904	" "
Fred C. Miller	Nov.	7, 1906	three years
Fred C. Miller	Nov.	2, 1909	four years
Martin T. Krueger	Nov.	4, 1913	" "
Fred C. Miller	Nov.	6, 1917	" "
John Finske	Nov.	11, 1921	two years
William C. Dall	Nov.	6, 1923	four years
C. C. Wilbur	Nov.	8, 1927	ten months
Martin T. Krueger	Nov.	8, 1927	seven months
Fred C. Miller	Oct.	14, 1929	six months
Harry B. Tuthill	Nov.	5, 1929	five years
Rheinhart C. Fedder	Nov.	6, 1934	four years
Fred C. Parker	Nov.	8, 1938	" "
Rheinhart C. Fedder	Nov.	3, 1942	five years
Russell G. Hileman	Nov.	4, 1947	four years
Russell G. Hileman	Nov.	6, 1951	" "
Francis G. Fedder	Nov.	8, 1955	" "
Francis G. Fedder	Nov.	3, 1959	" "

Randall C. Miller	Nov. 5, 1963	four years
Conrad S. Kominiarek	Nov. 7, 1967	" "
Randall C. Miller	Nov. 2, 1971	" "
Joseph A. LaRocco	Nov. 4, 1975	" "
Clifford D. Arnold	Nov. 5, 1979	

Appendix #11 Franklin Street in 1899

HARBOR

Michigan Central Engine Repair Shop and Round House

Michigan Central Freight Office

Union Hotel

Michigan Central RR Passenger Station

FRONT				STREET
		101	102	
		103	104	
		105	106	
		107	108	
		109	110	
		111	112	
		113	114	
		115	116	
	Schramm Liquors	117	118	
	Hulling Restaurant	119	120	F Brinkman Hotel, Saloon and Flat
	Herman Pahl House Fred C Miller Saloon	121	122	Charles Baertz Hotel and Restaurant
		123	124	William Rabe Rooming House and Saloon
	Henry Warkentine Bakery and Restaurant	125	126	Demont Repair Shop and Krieger Hotel and Restaurant
	Murkiff Restaurant and Lunch Rooms	127	128	Board and Rooms
	David Talbott Barber	129	130	John Pahl Cigars and Tobacco
	Galatia Gordon Restaurant	131	132	

Franklin Street 1899

SECOND				STREET
H C Kruyer & Co. Wines	201	202	Lyman Ashton Grocery	
Western Union and Central Telegraph/American Express	203	204		
Becks Jewelry	205	206	Michigan City Dispatch, Frel Lanze Francis and Faulknor	
J Murphy Cigars & Tobacco	207	208		
Tim O'Connor Saloon	209	210	Kagel's Saloon	
William Hart Restaurant	211	212	Michigan City Hand Laundry	
Schultz Hotel and Restaurant	213	214	A. Levin Mattress Manufacturer	
Deming and Oliver Grocery	215	216		
Ed Davis Restaurant and Lunch/Rooms at rear	217	218	George Hanson Barber	
Stump Confectionery	219	220	Vreeland Hotel	
Ira Orr Barber	221	222	Vreeland Hotel	
	223	224	Millard Jewelry	
	225	226	Schinitzky Shoes	
DeWolfe Hardware	227	228	Postal Telegraph & Cable Company; Ward Jewelry	
Gerrard and Slattery Saloon 229-1/2 Alexander Dray Line	229	230	Otto Aicher Furniture	
Woodson Drugs and Ice Cream	231	232	Otto Aicher Furniture	

122 E Second
Fairview Hotel

MICHIGAN	STREET
106 West - T. Shreve Transfer Co.	109 East - Schultz Saloon
115 West - Michigan City News; C. H. Dolson Transfer Co.; V. V. Bacon Physician	110 East - Teale & Teale Machine & Repair
	111 East - H. Sallwasser Upholsterer
120 West - Bennett Blacksmith; F. Krueger	112 East - Vehlen Harness & Saddlery
	114 East - Lay Bakery
131 West - Earl's Livery	123 East - Highfield Boarding House

Franklin Street 1899

MICHIGAN			STREET
First National Bank; Mutual Life Insurance	301	302	Otto Kaeding Fish & Meat
Rosenthal Clothing & Dry Goods	303	304	
Post Office	305	306	Clark Groceries
Hobart Pool Hall and Cigars	307	308	Kelsey Confectionery
Nast Liquors and Wines	309	310	Star Steam Laundry Wright and Andrus
Felton Cigars - Manufacturer Citizens Bank	311	312	Kromishinsky Clothing
Godfrey and Sons Drugs	313	314	Sorge Brothers Barbers
Garrett Brothers Shoes	315	316	Schwager Saloon
C. E. Meyer Pool Hall and News Stand	317	318	Shon Boots & Shoes; Furniture
Shapiro Brothers Dry Goods	319	320	
The Leader Dry Goods - Opperman and Krueger	321	322	
Carstens Brothers Dry Goods & Notions	323	324	D. Napier Plumber
Bartholomew Hardware	325	326	
Model Clothing M. Levine	327	328	
	329	330	

FOURTH	STREET
110 West - G.A. Proctor Tailor	111 East - Gnibba Saloon
115 West - Police Station	114 East - McNulty Brothers Livery
118 West - Ott Furniture	115 East - J. Snook Justice of the Peace
119 West - Liberty Hose Co. Fire House	117 East - R. Krueger Wagon Maker
123 West - Krueger & Ohming Ins.	100 Block East Mozart Hall
124 West - Herman Kemp Cigar Manufacturer	
127 West - Weaver Livery	

Franklin Street 1899

FOURTH			STREET
The Bazaar C.G. Bergland	401	402	Lake Cities Electric St. R.R. I. I. Spiro, Attorney-Steamship Agent
Nelson Cole Jeweler	403	404	Pahl Shoe Repair
West Confectionery,	405	406	Louis Kimball Barber
Max Hirschman Saloon	407	408	Kloepfer Drugs
Herman Zeese Dry Goods	409	410	
Abraham Birk Dept. Store	411	412	Gnibba Clothing & Gents Furnishings
Lindeman Drugs; Dr. Frischkorn	413	414	H. Krueger Millinery
Davis Hardware	415	416	Mathias Saloon
Orr Block	417-421	418	American Shirt Mfg. A. Birk
Moritz & Son Clothing Gents Furnishings	417	420	George Ohming Pool Hall & Cigars
Dr. Dellibac Dentist	417	422	J.E. Klein Harness Maker
Feallock Shoes	421		
Latham Drugs	423	424	
Christ Dunker Groceries & Provisions	425	426	Hopkins Sisters Newssstand & Gifts
Grischow Brothers Shoes	427	428	Vehlen Paints, Harness, Luggage
Hopkins Block	429-431	430	
Friedman Dry Goods	429		
Boston Store S Flox	431	432	Dr. Schutt Dentist

FIFTH OR MARKET	STREET
115 West - Lay and Calvert Photo- graphers; W. Bowers Physician 121 - Roman Eichstaedt Bicycles	113 East - R. A. Marr Dentist 114 East - Mrs. P. E. Powell Boarding House 115 East - R. C. Houser Photographer 118 East - Mrs. Electa Venamon Boarding House

MARKET OR FIFTH			STREET
Willits Drugs	501	502	
	503	504	Cable Piano Company
Albert Shure Barber	505	506	Michigan City Gas and Light
Fred Arndt Saloon	507	508	
Kaplanski Drugs and Moran	509	510	
DeWolfe Hardware	511	512	
Fred Spiro Wines and Liquors	513	514	
Pinn Groceries	515	516	
Chicago Bargain Store J. L. Applebaum	517	518	Dr. Barney Rubin
Empire Furniture Krieger & Paul; 519-1/2 Masonic Lodge	519	520	
Star Grocery L.H. Seib	521	522	
	523	524	Alf Leeds House
Emma Schoenemann Milliner	525	526	Thomas Donnelly House
John Blue Clothing; Dr. Hixson, Dentist 527-1/2	527	528	
James E. Batty House	529	530	
Ferdinand Grieger Clothing	531	532	

SIXTH	STREET
117 West - Tillotson & Blinks Hospital	

SIXTH			STREET
Henry Burkhart Saloon	601	602	Trinity Episcopal Church
Charles Baumgarten Groceries	603		
	605		
	607		
	609		
	611		
Stalger Hardware	613	614	J.H. White D.D., Bishop Michigan City Diocese
Stalger Hardware	615		
	617		
	619		
	621	622	Herman Brinckman House
	625		
	627	628	First Methodist Episcopal Church
	629		
Arthur Gittings House	631		

SEVENTH	STREET

SEVENTH				STREET
John Mott House	701	702	Frank Boeckling House	
	703	704		
	705	706		
	707	708	Frank Boeckling Groceries and William Bray Attorney	
	709	710		
	711	712		
Gustav Niemer House	713	714		
	715	716		
	717	718	Dr. Haberman Home and Office	
John Orr House; Real Estate	719	720		
	721	722	Henry Niemer House	
	723	724		
	725	726		
	727	728		
John J. Casey House	729	730		
	731	732	Henry Chubb House	
EIGHTH				STREET

EIGHTH			STREET
Walter Vail House	801	802	Henry Willits House
		808	Francis Deming House
William Wagner House	813	814	August Shires House
		818	Saint Paul Rectory
Otto Klopsch Hardware	827		
Opperman Flour and Feed	829		
Dabbert Dry Goods	831	818	Saint Paul Church

NINTH			STREET
Saint John Evangelical Church			
Saint John Rectory	907	908	Retseck Milliner
Meese Grocery	909	910	Mammero Marble and Granite
Schillkey Barber	911		
George Weiler Shoe Repair	913		
L. G. Kramer Drugs	915	914	Young America Hose Co. #2 Fire House

TENTH OR BOSTON			STREET
William Miller Meats	1001		

Appendix III Michigan City Chamber of Commerce

President

1918	Leon Kramer	1942	R. F. Garrettson, Jr.
1919	Leon Kramer	1943	Frank Reinmann
1920	Leon Kramer	1944	Frank Reinmann
1921	Joseph W. Hays	1945	R. C. Averitt
1922	E. G. Richter	1946	W. J. Rommes
1923	E. G. Richter	1947	Harry Frey
1924	E. A. Simpson	1948	R. F. Garrettson, Jr.
1925	W. W. Pepple	1949	Carl Rees
1926	W. W. Pepple	1950	M. B. Wilson
1927	W. W. Pepple	1951	James F. Buchanan
1928	H. R. Misener	1952	Ted Hill
1929	H. R. Misener	1953	Don M. Nixon
1930	R. F. Garrettson	1954	Harley Jenson
1931	R. F. Garrettson	1955	Lewis A. Ziemer
1932	Charles H. Jones	1956	Ray Fox
1933	Charles H. Jones	1957	Elwin G. Greening
1934	George E. Trask	1958	Burton B. Ruby
1935	George E. Trask	1959	W. H. Ebersole
1936	Harry Northam	1960	P. A. Sprague
1937	B. H. Utley	1961	John A. Garrettson
1938	B. H. Utley	1962	G. E. McGrath (Everett)
1939	E. R. Westphal	1963	Richard Ream
1940	E. R. Westphal	1964	John A. Carstens
1941	E. R. Westphal	1965	E. C. Darnell

Michigan City Chamber of Commerce

President

1966	Paul Seybert
1967	R.R. McWhorter
1968	Harold Eller
1969	George Todd
1970	Boyd W. Phelps
1971	George Averitt
1972	Glen Lamb
1973	Jerry Enyeart
1974	Jerry Enyeart
1975	M. J. Pryor
1976	David Gring
1977	David Druley (Dennis Liddy four months)
1978	Don Jones
1979	Jim Vine
1980	Larry Reed

Executive Secretary

1918	Walter K. Greenebaum (Part time)
1926	W. L. Shafer Nate Rosenberg (Asst.)
1929	Nate Rosenberg Irene Dittbrenner (Asst.)
1933	(Sept.) - 1934 (July) Irene Dittbrenner

Executive Manager

1934	L. M. Vaughn
1937	C. C. Simpson

Executive Secretary

1938	A. C. Conde
1948	W. Dudley Jewell
1952	James B. Clements (General Mg. 1955)

General Manager

1959	E. H. Stearns
1961	Donald Loken

Executive Vice President

M. O. Shake - August 1965-66

Jerry D. Ginthner 1966-77 (April)

Rex G. Richards 1977 (August)

Arcometal Products, Inc.
1617 E. Second Street
Dennis B. Maloney, General Mgr.
Wire Packaging Equipment
Employees - 30

Alpha Vehicles
2125 E. U.S. Highway 12
Jim Peterson, President
Customize Vans and Over-the-road vehicles
Employees - 45

American Cyanamid Co.
U.S. Highway 12 East
R.J. Monroe, Plant Mgr.
Catalysts
Employees - 85

Antcliff Industries
416 Scott Street
Thomas H. Antcliff, President
Cultured Marble Vanity Tops
Employees - 4

Arno Adhesive Tapes, Inc.
U.S. 20 and Ohio Street
Ralph Palm V.P. Operations
Employees - 365

Audio Industries, Inc.
500 W. Fourth Street
Paul Dolembo, President
Home Entertainment Products
Employees - 50

Blocksom & Company
406 Center Street
Dean Sassaman, V. P.
Curled Hair Products
Employees - 255

Bluhm Products Co.
1011 E. Eighth Street
Fred Bluhm Owner
Tools and Special Machinery
Employees - 0

Bobko, Incorporated
201 Dyson Street
Kenneth L. Hanke, President
Semi-dump Trailers
Emplyees - 30

Boone Box Company
Buddy Coble, Plant Manager
Packing Boxes
Employees - 29

Frederic Burnham Glove Co.
1602 Tennessee Street
Robert J. Burnham, President
Gloves and Mittens (Factory outlet)
Employees - 160

Chrysler Plastic Products Corp.
500 N. Roeske Avenue
Larry A. Roman, Div. Mgr.
Plastic Molding and Forming
Employees - 257

Dage - MTI, Inc.
208 Wabash Street
Arthur D. Sterling, President
Closed Circuit Television Cameras and Accessories
Employees - 20

Dana Bowling Service
212 Cook Street
W. S. Dana, President
Leasing and Service Bowling Pins
Employees - 5

Dwyer Instruments, Inc.
Junction Highway 12 & 212
Edwin Clark, President
Industrial Gages and Instruments
Employees - 211

Dwyer Products Corporation
Calumet Avenue
L.P. Dwyer, Jr., Chrmn. of Board
Kitchen (Compact) Equipment
Employees - 131

Erincraft Mfg. Co., Inc.
742 East Eighth Street
Sam Verma, President
Electric Heaters
Employees - 38

Fiber Bond, Corp.
110 Menke Road
Richard C. Conner, President
Bibers and Abrasives
Employees - 125

Filter Specialists, Inc.
100 Anchor Road
H. William Morgan, President
Industrial Filters and Equipment
Employees - 85

Gateway Industries, Inc.
4921 South Ohio Street
William Conway VP Midwest Operation
Automobile Restraint Systems
Employees - 400

Geberit Manufacturing, Inc.
David Wesley, President
Plumbing Fixtures and Pipe Sys.
Employees - 21

Gladwin of Indiana
4991 West Highway 20
Kirk Gladwin, President
Industrial Processing
Employees - 14

Gresham Engineering and Mfg. Co.
251 Roeske Avenue
Wooden Plant Stands
Employees - 30

Guardian Industries, Inc.
1215 East Second Street
Jerry Elenz, Gen. Mgr.
Flexible Couplings
Employees - 4

Health Care Industries, Inc.
4295 South Ohio Street
Ronald C. Zagnoli, President
Food Supplements, Vitamins
Cosmetics and Dental Products
Employees - 41

International Honeycomb
2125 East U.S. Highway 12
Manuel Lueka, Oper. Mgr.
Honeycomb Pallets, Panels and Pkg.
Employees - 30

Hilger Industries, Inc.
Mrs. B. E. Hilger, President
Heating and Air Conditioning
Employees - 0

Indiana Industrial Plating
1801 Kentucky Street
E. C. Darnell, President
Electroplating
Employees - 26

Infonics, Inc.
238 Highway 212
Paul Lloyd, President
Electroplating
Employees - 26

Interroyal Corporation
Royal Road
Dan Montemayor, V.P. Office
Furniture Division
Office Furniture
Employees - 364

Jaymar - Ruby, Inc.
Burton B. Ruby, President
Mens' Slacks and Sportswear
Employees - 550

J-Ron Corporation
James M. Jones, President
Sandblasting, Light and Heavy
Gage Fabrication and Machine
Reconditioning
Employees - 12

Jet Fabricators, Inc.
Indiana Highway 212
Roger H. Keene, President
Custom Metal Fabrication
Employees - 90

Josam Manufacturing Company
Corymbo Road
Wayne Norin, Exec. V.P.
Plumbing Drainage Products
Employees - 455

Joy Manufacturing Company
900 South Woodland Ave.
E. P. Zelter, Gen. Mgr.
Air Compressors
Employees - 825

Lakeshore Cement Products
West U.S. Highway 12
Lew Jagger, Owner
Concrete Products
Employees - 29

Marsan Company, Inc.
Freyer Road
Mary Francis Schultz, President
Steel Fabricators
Employees - 41

Martin-Marietta Aggregates
Industrial Sand Division
East U.S. Highway 12
Charles L. Zane, Plant Mgr.
Employees - 7

Michigan City Fabricators
1100 West Barker Avenue
George Cole, Gen. Mgr.
Sub-contract work for Machine
Fabrication, welding and
Wiring Assembly
Employees - 25

Michigan City Laboratories
Division of E R Squibb & Sons, Inc.
700 West Michigan Blvd.
Mort Kaplan, Plant Manager
Drugs & Pharmaceuticals
Employees - 25

Michigan City Paper Box Company
1206 Pine Street
Lou W. Hoodwin, President
Rigid set-up Jewelry Boxes
Employees - 46

Milton Roy Company, Hays Division
4333 South Ohio Street
Donald M. Morris, President
Analytical and Combustion Control
Instrumentation
Employees - 316

Molded Foam Products, Inc.
2125 U.S. Highway 12
Mr. Ken Thenen, Owner
Urethane Molded Products
Employees - 25

Northern Indiana Steel Supply Company
1617 East Second Street
R.S. Wolfe, President
Scrap Processing and Services
Also AMI Division - Sam Bohlim, Mgr.
Burns Baling - Syl Yagelski, Mgr.
Employees - 72

The Paltier Corporation
1701 Kentucky Street
W. T. Donohue, President
Warehousing Storage Racks
Employees - 80

Party Cookies, Inc.
Merle Distel, Plant Mgr.
Cookies (Factory outlet)
Employees - 60

Performance Packaging, Inc.
Highway 12 West
Phillip C. Warrick, Pres/Gen. Mgr.
Corrugated Shipping Containers
Employees - 30

ITT Phillips Drill Division
U.S. 12 and Liberty Trail
John Knappe, President
Concrete Anchor
Employees - 201

Sanjo Manufacturing Company
South Ohio Street
Richard L. Sandin, President
Plastic Extrusions
Employees - 31

Sarco Manufacturing Company
110 Anchor Road
Fred Waller
Employees - 3

Society Lingerie, Company, Inc.
Springland and Roeske Avenue
Jon Levin, President
Lounge and Sleepwear (Factory outlet)
Employees - 64

Sprague Devices, Inc.
Huron Street
Robert L. DuGene, President
Windshield Wiping and Washing Equipment
and Auto Lube Systems
Employees - 237

Stranco Devices, Inc.
1306 West U.S. 20
Robert P. Garms, Exec VP & Gen. Mgr.
Sensitive Labels
Employees - 15

Sullair Corporation
3700 East Michigan Blvd.
Donald C. Hoodes, President
Air Compressors
Employees - 850

Swiss Controls, Inc.
2603 East Barker Avenue
Al Dolson, President
Electronic and Electro-Mechanical Controls
Employees - 51

Teaco, Inc.
2117 Ohio Street
Ross Terry
Electronic Services
Employees - 9

Triplex Plating, Inc.
East Second Street
James Baldwin, President
Electroplating
Employees - 27

Universal - Gerwin Division
Leigh Products, Inc.
U.S. 12 and Liberty Trail
John A. Mead, V.P. Mfg.
Wire Hardware Kitchen Specialties
Employees - 217

Vitamins, Inc.
1700 East U.S. Highway 12
Gilbert Opperman, Plant Mgr.
Vitamins and Protein Concentrates
Employees - 33

Waterford Tool and Die Company
8354 West 350 North
Ronald Gruenke, President
Tool and Die Makers
Employees - 30

Weil-McLain, Inc.
Division of Wylain, Inc.
Blaine Street
Ben A. Radi, President
Boilers
Employees - 632

Wire Hardware Manufacturing, Inc.
1010 W. Garfield
B. H. Miller, President
Eyeglass Accessories
Empoyees - 19

Yeater, Laughlin and Mueller
210 Cook Street
Kenneth Yeater, President
Modelwork, Sheet Metal Fabrication
Employees - 3

1834 Public School #1 - First Ward School. Corner Fourth and Pine. Original frame, 1862, replaced by two-story brick known as Union School for twelve grades. Became Elston Elementary School after high school was built. Burned 1968. 1980 site occupied by First Federal Savings and Loan Association of LaPorte County

1873 High School on property bounded by Spring, Cedar, Eighth and Ninth. Burned 1896. Classes held in old Barker Hall until new building was dedicated 1896. Became Central Elementary School. Renovated 1917; replaced 1949.

1885 Canada School, Emily Street, Harrison School on site 1930. Closed 1974.

1885 Park School, McClelland Avenue. Addition #1, 1901; Addition #2, 1904; Addition #3, 1931; replaced 1966.

1889 Garfield School, between Elston and Ohio at Eleventh Street. Known as Fourth Ward School. Replaced 1941. Remodeled 1974 as TMH

1890 Eastport School, East Michigan Boulevard. Replaced 1953.

1894 Marsh School, East Homer. Replaced 1941; Addition #1, 1955; Addition #2, 1958.

1909 Elston High School, Detroit and Spring streets. Addition 1924; Auditorium 1936; became Elston Junior in 1924. Closed as Junior High School 1980. Razed 1980.

1914 Jefferson

1924 Elston High School, Detroit and Spring. Addition #1, 1931; Addition #2, 1954; Ara K. Smith Occupation Center Bldg. 1966; Pool and Physical Education building 1977; Remodeled and auditorium added 1980.

1925 Niemann School, Royal Road. Addition 1939; Original and Addition #1 razed 1975. Addition #2, 1951; Addition #3, 1955; Addition #4, 1962; Addition #5 and remodeled #2, #3, #4, 1975.

1927 Long Beach School, Long Beach Addition #1, 1948; Addition #2, 1953; Addition #3, 1962; Addition #4, 1975.

1928 Riley School, S. Carroll Avenue, Addition #1, 1952; Addition #2, 1958.

1931 Beverly Shores, Extension 1959

1937 Coolspring School, 9121 W. 300 North. Addition 1954.

1949 Pine School, Brown Road. Addition #1, 1954; Addition #2, 1958.

1950 Springfield School 3054 800 North, LaPorte. Addition #1, 1955; Addition #2, 1961; Addition #3, 1967.

1955 Edgewood, Addition #1, 1956. Addition #2, 1966.

1960 Barker Junior High School, Barker Road. Addition #1, 1974.

1961 Joy School, East Coolspring Avenue, Addition #1, 1968.

1961 Knapp School, Bolka Avenue. Addition #1, 1962; Addition #2, 1963.

1963 Krueger Junior High School, Springland Avenue.

1969 Mullen School, 100 Manny Court.

1971 Rogers High School, 8466 West Pahs Road

Appendix #VI

Lighthouse Keepers December 9, 1837 to August 31, 1940

Keepers	First Assistant Keepers	Second Assistant Keepers
Edmund B. Harrison December 9, 1837		
Mrs. Harriet C. Towner March 21, 1844	Abigail Coit	
John M. Clarkson May 3, 1853		
Harriet E. Colfax March 9, 1861	Solomon G. Hayward Nov. 29, 1871	
	Mrs. Julia E. Ebart Apr. 8, 1872	
	Mrs. Katy Reilly May 13, 1872	
	Talcott Miller October 4, 1872	
	Horatio James March 17, 1875	
Thomas J. Armstrong October 14, 1904	George H. Sheridan April 1, 1905	Albert N. Speelman April 1, 1905
		Edward C. Lattau June 11, 1907
	Edward C. Lattau June 1, 1909	Fred Dykerman July 5, 1909
	Edward Graves April 5, 1911	
	Thomas E. Martin May 1, 1911	Howard A. Kimble July 1, 1916
Phillip Sheridan September 1, 1918		
Walter Donovan August 1, 1930	Ralph R. Moore July 16, 1934	

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Davidson, James D. and Greenlee Davidson "Diaries during visits to Indiana (1936)" Extracts from Indiana Magazine History 24:132-34

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Evarts, Mrs. Lydia "Reminiscences" presented before Woman's Study Club, Michigan City News, Nov. 8, 1899. First-hand account of homes and social life before Civil War.

Gallaher, Mrs. Florence "Pioneer Women of Michigan City" presented before DAR Jan. 2, 1945. Old Lighthouse Museum.

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